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ON SALE

AT THE
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OFFICE.

NEW AND UP-TO-DATE

PIANS OF THE SI-KIANG

OR

WEST RIVER

PRICE ONE DOLLAR

Giving all the important Towns in view

from CANTON to WUCHOW

BILLS OF LADING.
BOARD OF TRADE ANNOUNCE-
MENT.

The Board of Trade having received numerous inquiries with regard to the manner in which Bills of Lading should be made out during the war in order to minimise risk of delay if vessels are boarded or diverted at sea by officers of H.M. Navy, the following further notification published in the Gazette, has been made by the Secretary of State:—

It should be clearly understood that no form of consignment will secure to vessels immunity from the belligerent right of visit, search, and detention, whatever the country or port from which they may have shipped the goods they are carrying and whatever the description of those goods; compliance with the following recommendations in respect of bills of lading will, however, minimise the risk of delay and will therefore be in the interest both of the ship and of the goods:—

(1)—Shipments to neutral European ports or Russian ports in the Baltic, or by vessels calling at a neutral European port.—In the case of goods shipped to a neutral European port or to a Russian port in the Baltic, or shipped by a vessel which is to call at a neutral European port, it is recommended that bills of lading should never be made out "to order," but that they should be made out either (a) to a named consignee of (b) to a bank or financial house of high standing, with the remark "Not to A.B." A.B. being the name of the person or firm for whom the goods are ultimately destined. Goods shipped to Holland should be consigned to the Netherlands Overseas Trust.

(2)—Shipments to British, French, or Italian ports, or Russian ports not in the Baltic.—It is not necessary that goods shipped to a British, French, or Italian port, or to a Russian port not in the Baltic, should be consigned as above described, provided that it is clearly indicated in the bill of lading and in the manifest that the ultimate destination is as stated and provided that the vessel is not to call at a neutral European port on her voyage.

(3)—Shipments to neutral countries outside Europe.—It is desirable, in cases where the use of another form of consignment might lead to an interruption of the voyage, that goods shipped to neutral countries outside Europe should be consigned in the same manner as those shipped to neutral countries in Europe; but where this course is not adopted it should be clearly indicated in the bill of lading that the destination of the goods is outside Europe and is not in Asiatic Turkey, nor in, nor adjacent to, any enemy possession.

(4)—In all cases it is essential that the bill of lading, or a certified copy of it, should be on board the vessel.

(5)—Recommendations (2) and (3) are subject to the special requirements of Section 4 of the Customs (War Powers) Act, 1915, which provides *inter alia* that, as regards the export from the United Kingdom of goods under Privy Council licence, the name of the consignee specified in the Privy Council licence must be inserted in the bill of lading.

H.M. Customs also notify that the requirements of the Act as regards bills of lading will be regarded as being met if the bills are made out to a bank or to the account of the person named in the Privy Council licence, or to the order of the shippers, for the account of the consignee named in the Privy Council licence.

A bill of lading in which the name of the consignee is only inserted in the margin is not regarded as complying with the requirements of the section.

ELECTRIC RAILWAY
PROGRESS.CONVERSION FROM STEAM
TRACTION.

The opening for traffic of the first section of the large mileage which the London and South-Western Railway is converting from steam to electric traction serves as a reminder of the important work in this field which is now being carried out by British railway companies, namely the conversion of the London and South-Western and London and North-Western Railways and engaged in the equipment for electrical operation of an aggregate of some hundreds of miles of track, and, in spite of delay caused by the difficulty of obtaining the necessary supplies and the shortage of labour, even the stress of war conditions is only retarding and not stopping progress with the work. The system which is being installed on the railways to which reference is made is, with certain modifications, the same as that which has been long tested under service conditions on the London Underground Railway. Even the system adopted by the Brighton Company, although there is only one other example of it in Great Britain, cannot be regarded as a novelty, as the single phase alternating current method of working has been largely employed on American and other foreign railways. It has been left for the Lancashire and Yorkshire Railway to attempt something new. After experience of the high tension overhead direct current system which has been experimentally installed on the Barrow-Holcombe Brook line, the section of railway between Manchester and Bury is being equipped with high tension direct current, which has not been previously tried on any electric railway. It is satisfactory to learn that in some branches of electric railway work British engineers are thus setting the pace of pioneers.

Some of the English girls who have managed to reach the "Ada Leigh" Homes in Paris from the danger zones had terrifying experiences. Mrs. Travers Lewis, the foundress of the homes, says that some escaped from Arras when it was in flames, and walked the whole distance to Paris clad only in their nightdresses and a blanket.

CHINESE TEA ASSOCIATION
FORMED FOR THE EXTENSION OF
TEA TRADE.

The following is taken from the Peking Daily News:—

Recently the Ministry of Agriculture and Commerce received a report from Dr. W. W. Yen, Chinese Minister at Berlin, to the effect that since the outbreak of the war, the export of tea from India and Ceylon to Germany is steadily diminishing, whereas the Japanese tea has enjoyed flourishing markets. In the same report the Chinese Minister remarks that the quality and flavour of the Chinese tea are far superior to those of the Japanese, but it needs improvement in its preparation and management of the business so that the Chinese tea markets may be properly extended in foreign countries. In turn the Ministry of Commerce has notified all tea merchants to that effect through the Chambers of Commerce all over the provinces.

In compliance with the despatch from the Ministry, a Chinese Tea Association has been inaugurated by the tea merchants and a draft of the regulations of the association has been approved by the Ministry. The essential projects of the Association for pushing the sales in foreign countries are outlined as follows: (1) To establish general offices of the association in Shanghai and Hankow, (2) To establish tea experiment grounds at important cities for studying and improving the methods of planting, picking, treating, and heating the leaves, and of creating new markets, (3) To translate articles of foreign newspapers or from foreign books, dealing with the tea business for the information of the Chinese tea merchants; (4) To organise a special bureau to fix prices for the different varieties of tea, to lay importance on tea trade marks, and to prohibit the manufacture of counterfeit goods; (5) To unite all tea merchants throughout the provinces in order to carry on the business in uniformity for the common interest of the tea trade; (6) To appeal to the President and the Ministry of Finance for protection in the tea market; (7) To organise a general company in China for undertaking the export business; (8) To carry out a vigorous campaign of advertising Chinese tea in foreign markets; (9) To write articles on Chinese tea in different languages to be published in pamphlets or in foreign newspapers so as to remind the world of the merits and reputation of the Chinese tea; (10) To establish branch selling shops in all the important cities in foreign countries so as to be in direct touch with the foreign markets; (11) To study the tastes of the foreign customers and to give away more samples of Chinese tea to foreign tea merchants; (12) To select better seeds and to increase the output of tea.

AMERICA'S NEED OF A
MERCANTILE MARINE.

Mr. McAdoo, Secretary of the Treasury, in a letter to President Wilson reporting on the Pan-American Financial Conference, writes:—

"I am informed by the Navy Department that in order to bring our present navy up to its maximum usefulness and efficiency in time of war there are needed 400 merchant vessels of approximately 1,172 gross tonnage of varied character and requirements; that in addition to this, should our own coast be invested or even occasionally visited, there would be required a large number of small vessels fitted for mine sweeping operations, say, 324 of such vessels of about 150 gross tons each.

"This does not take into account future growth of our navy, for which additional provision must be made."

FOR MERCHANT MARINE.

The American navy, says McAdoo, would be seriously handicapped in time of war by lack of small auxiliaries. He advocates the prompt creation, through purchase and construction, by the general Government of such a merchant marine. He believes a shipping line connecting the two Americas would pay; but points out that even if there were some loss it would be a small price to pay for security. "It is claimed," he tells the President, "that a naval auxiliary composed of merchant vessels is just as essential to make our navy fully effective as the guns on the decks of our warships and the men behind those guns."

AMAZING SEA STORY.

CREW OF A DUTCH LUGGER GO
MAD IN THE NORTH SEA.

The Press Association's Grimsby correspondent telegraphed last month:—Some details of an extraordinary occurrence at sea were revealed by the arrival in the Humber yesterday of a Dutch herring lugger accompanied by a Norwegian steamer. It appears that the lugger was off Scarborough on Sunday morning, drifting helplessly about. The captain of the steamer sent a small boat to the lugger to investigate, and the crew were found to be insane. They were taken aboard the steamer and brought, along with their vessel, into the Humber.

The naval authorities took the matter in hand, and discovered from the ship's papers that three men were missing. The remaining ten men were questioned, and it appeared that the missing men had been killed and their bodies thrown overboard. The crew of the lugger, it seems, had come frenzied with drink and proceeded to dismantle the ship. The rails were torn down and thrown overboard, hatchways were dismantled, and the decks were practically cleared. The captain was unable to navigate the vessel, which drifted about until observed by the Norwegian steamer. The Grimsby police state that the crew of the lugger are still more or less insane, and are detained on board their vessel under the charge of an armed guard. The Dutch Consul has been informed of the affair. He says the three men died as a result of wounds received during an affray.

TRADE OF HONGKONG.

The following statistics have been taken from the fortnightly price current and market report of the Hongkong General Chamber of Commerce:—

Stocks on October 21st were 437 Patna, 238 Benares, 417 Malwa and 159 Persian and Turkish. The exports during the interval have been 23 Patna, 6 Benares, 17 Malwa and 5 Persian and Turkish. In uncertified Bengal opium the balance of stocks on October 21st was 191 Patna and 69 Benares. No opium was boiled by Government monopoly.

EXPORTS.

The feather market is quiet, and there is very little doing in ginger. No business has been done in Galangal. Cassia Oil is steady with small business. Star Aniseed Oil is reported to be slightly firmer, with some small sales. Nothing is doing in Star Aniseed, and the Ground Nut market is quiet. The Yunnan Tin trade is quite inanimate. Sales of 30 piculs of Quicksilver are reported, there are no stocks, buyers are speculating and prices are advancing. Nothing is doing in Saigon Cassia. As to Bristles, the report states there is a strong demand for the Black brand, but very little offering. Other qualities are quiet.

IMPORTS.

The Cotton Yarn market has ruled extremely quiet and business has been on a most restricted scale at a decline of 82. Dealers are selling amongst themselves at 86 to 87 below the highest prices touched. This is due to profit taking and to the uncertain situation generally. Quotations are—No. 10s at \$105/112, No. 12s at \$100/113, No. 16s at \$102/107, No. 20s at \$107/142. Arrivals, 11,000 bales. Sales, 500 bales. Unsold stock, 35,000 bales. Bargains, 32,000 bales. The Woollens market is steady and only the impossibility of securing supplies at reasonable prices stands in the way of business. As to Raw Cottons, no business, no quotations and no stocks are the remarks used in the report. There is no change to report in Metals. Enquiries small, with no business reported fixed. Quotations locally unchanged. Further advances are called for from London. Yellow Metal is nominal. No change is reported in Petroleum Products. There are no stocks of Pepper, Camphor nor Window Glass. No sales of coal of importance are reported. The Sugar market is weak, and prices have further declined.

SHANGHAI TRADE.

Messrs. Albert & Co.'s Piece Goods

Market Report says:—

The market is in practically the same dull condition as reported last week, and little relief can be expected until something occurs to dissipate the prevailing uneasiness, as to the political future of the country, which is the main cause of the present stringency in the native money market. There has been practically no movement in any cargo except yarns, and local prices have therefore continued stationary, notwithstanding the abnormal rise in Manchester in the cost of all cloths, which places that market on a level that puts replacement for the spring, especially in the dyed section, almost outside the bounds of possibility.

LAND TAXATION IN CHINA.

ESTIMATED INCOME.

A land taxation reorganization memorandum has been submitted to the Chinese Government by M. Padoux, Adviser-General to the Audit Bureau. The Provincial Governments have been ordered to examine the report in connexion with the late Sir Robert Hart's former suggestions. M. Padoux predicts an income of \$204,000,000 excluding expenses.

THE WAR AND OVERSEA
TRADE.CAN THE MERCANTILE MARINE
BE CONTROLLED?

In addressing a meeting of the Liverpool Steamship Owners' Association on the subject of "Oversea Trade under War Conditions," Mr. A. A. Booth, the chairman of the Cuard Company, said in the twelve months of the war imports of our principal articles of food reached 280,000,000 cwt., as against 279,000,000 cwt. in the preceding twelve months of peace, whilst our imports of the raw materials required for our principal industries weighed 12,000,000 tons, as against 17,492,000 tons; but the articles included in these lists only represented about one-half of our total imports. We have therefore maintained our overseas supplies in spite of the demands made upon our shipping for naval and military purposes and in the face of an enemy who had stopped at nothing in his endeavours to destroy our trade.

In reference to the war prices of food imports, Mr. Booth did not think that the increase could be regarded as excessive. As to raw materials, the value did not show any general advance; indeed, in the most important article—cotton—there had been a very substantial fall. Dealing with the suggestions that the State should take over the mercantile marine, as it had taken over the railways, Mr. Booth observed that no analogy could be more dangerous. If the Staff should attempt to run the mercantile marine on the basis of arbitrarily fixed rates of freight, directing the tonnage to the points where its widest employment would be, it would be a form of management which would prove an efficient substitute for the economic pressure of the open freight market, which now controlled the movements of the ships. He defied any one either to lay down the lines of any practical system of State management or to work the overseas trade of this country successfully on behalf of the State.

PRO-GERMANS.

A "MYSTERIOUS" POWER IN
THESE ISLANDS.

There is one touchstone by which every man in these burning hours may be put to the test, says "Vanoce" in the *Referee*. Does he want the British Fleet to use its irresistible power or does he help the Germans by secretly curtailing British Sea-Power?

What is the mysterious power in these islands that is continually nibbling at British Sea-Power; at British predominance; working against effective efforts to destroy German influence in these islands? National existence is at stake. Not only inside the Government, but outside the Government, some of the most influential people in the land seem to be hypnotised by this mysterious, invisible, and magnetic force. The Prime Minister himself, one of the greatest of our intellects, has given but two written testimonials to character since war broke out. Both the recipients of Mr. Asquith's credentials were super-pro-Germans—the Right Honourable Sir Edgar Speyer, Bart., P.C., and Viscount Haldane of Clova, O.M., P.C. Both Sir Edgar Speyer and Lord Haldane received their vintages from the Prime Minister as they quitted the sphere of British influence and departed—one to another land, the other into eternal shade. Credentials given by Mr. Asquith to prominent pro-Germans automatically increase the force of his position to the pro-English who desire National Service in the widest sense.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—The undermentioned having joined the Corps are allotted Corps numbers and posted as follows:—
No. 1924 Sapper W. H. B. Muskett to Engineer Company.
No. 1925 Sapper C. F. Carpenter to Engineer Company.

PARADES.

2.—Parades for Monday, 25th instant.
5.30 p.m.—Recruits of Engineer Co. 1 Musketry and Rifle exercises at Tai-koo Dockyard, under Sergt. Bullock. Right Section M.G. Co. (men who have not been passed out). Squad Drill and Skirmishing on Cricket Ground. Remembrance, nil.

DETAILS.

3.—Gun Club, Hill, Kowloon:—
On duty until 29th instant: Civil Service Company.
Officer on duty: Lieut. Lindsell.
P. of W. Camp, Kowloon:—
On duty 25th inst.: Centre Section, M.G. Co.
Officer on duty: Capt. Wood.
Orderly Sergeant until 29th instant: Carpl. Lovick.
G. E. STEWART, Capt., H.K.V.C.
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

PATROLS.

I. CENTRAL.
October 24th to 28th, as already published.

II. EASTERN.

October 25th, 5.50.—P.-es. V. Omer and S. Moosdeen.
8.50.—P.-es. H. Khan and R. Nazarin. Sergeant Arculli will visit.
October 26th, 5.50.—P.-es. A. M. Noor and K. Husain.
8.50.—P.-es. E. Arculli and A. Ismail. Sergeant Sufaid will visit.

III. WATER POLICE.

October 25th, as published in orders of October 22nd and 23rd.
October 26th, 5.50.—Sergeant Figueiredo (S). Rozario (S). P. Rosa (P).
8.50.—Arnot (S). Fyfe (S). Lyon (P).
October 27th, 5.50.—Kim (S). Wilks (S). Abbing (P).
8.50.—P. Hobbs (S). W. Hobbs (B). Bailey (P).

PARADES, ETC.

Monday, October 26th.—Whole of No. 3 Co., with Recruits, 5.30 p.m.
Tuesday, October 26th.—P.-es. Macdonald, Fyfe, Rosser, Moore and Recruits of Nos. 3 and 4 Platoons, No. 1 Co., under Sergeant-Major, 5.30 p.m.
Thursday, October 28th.—Meeting of all Inspectors and Sergeants at Magistracy, 5.30 p.m.
Friday, October 29th.—Recruits Parade as on Tuesday, October 26th.—The Parade ordered for Thursday is cancelled.
COMBINED PARADE, FRIDAY, OCTOBER 29th.
All ranks (except men on patrol and medically exempted) will parade at Central Police Station at 9.05 p.m. sharp for route march through Kennedy Town district. Uniform with rifles.
F. C. JENKINS.
D. S. P. (Reserve).

GERMANY'S WINTER PERIL.

A phase of Germany's economic situation which has hitherto been avoided studiously by the subsidised Press, is dealt with in a very outspoken fashion by the *Socialist Berlin Journal Vorwärts*.

There has been a great decrease in the output of the Westphalian coal mines during the past twelve months, due in a large measure to the scarcity of labour. For some months efforts have been made to remedy this state of things by employing prisoners of war in this work. In the first place, however, as may be imagined, the number of expert miners to be found among these prisoners is limited, and second, the results of their work in the mines have not been very satisfactory.

It thus becomes evident that the scarcity of hands can hardly be compensated by such means as these. The question, therefore, is whether it will not be found absolutely indispensable to demobilise a sufficient number of miners.

Either we must resort to this expedient, it seems to us, or we shall have to face a distress this coming winter which will be truly appalling.

RANDOM REFLECTIONS.

There are many who will rejoice that a P.O. has at last realised that Blake Pier needs cleansing—of all sorts and conditions of men whose sole object in life seems to be that of "hanging round" with an entertaining "hang-dog" expression, and who are very keen on fights between small boys. They are, in fact, genuinely of that class who "toil not neither do they spin"—but they are not arrayed gloriously, and they are by no means an ornament, even to the drab pier. These same people possess a happy knack of creating differences of opinion between other people and joining, at a very safe and secure distance, in the general hubbub when the rowdy venture has been successfully launched. The Indian constable who was intelligent enough to see through things the other day deserves recognition. I will give him a hint, also. The Duke of Connaught's statue was not erected for the sole purpose of supporting the leisure class of gentlemen referred to, when their strenuous existence of waiting for something to turn up has produced a generally tired feeling; so much so that they can only walk from the Pier to the statue and then lean a few hours away. They may be decided ornaments to their own profession, but they fail miserably to add to the architectural beauty of the statue.

During the heavy rains which fell at the commencement of the week there were parts of the city flooded to a depth, in some places, of over a foot, due, presumably, to the fact that the drains were not able to adequately deal with the deluge. The corner of Duddell Street, where it adjoins Queen's Road, was quickly rendered impassable for pedestrians, and coolies took full advantage of the opportunity afforded for a fresh water bath. But it looked very bad, and people who were held up or paid "flood" rates to be conveyed across the water said things which were quite in keeping with the angry nature of the elements. Many of the alleyways of the city were also transformed into quite "picturesque" streams—some were in dire need of a good cleansing—but a certain gentleman who left his office in the small hours, wearing an immaculate pair of cream cloth trousers and suddenly found himself ploughing along in a foot of water, had no eye, nor comment, for the moon-silvered canal. Like the other people referred to, he said things. But cannot something be done to prevent this flooding and the consequent losing of tempers?

Perhaps there are some readers who would like to deal with certain queries raised in the course of a case at the Criminal Sessions last week:—"Do all fat men go to Heaven?" or "Are all corpulent people the avowed enemies of crime?" As a subject for discussion it seems to be a good one, if only on account of its originality. My personal opinion is that it is a direct libel upon those who refuse to leave the ranks of Solomon's lean kind and become uncomfortably weighty in a climate where to be slim is to enjoy life. And why should not the lank members of the community look forward to a blissful hereafter? I can call to mind quite a number of lean friends who are absolutely innocent of criminal instincts and who follow those paths which should lead them to where we are told all fat men go. On the other hand, I have met numerous Sancho Panzas whose past I would hesitate to inquire into, and who could never seriously cherish any Heavenward ideals. Further than this I will not go; the opinions of readers on the subject would be welcome, and doubtless illuminating.

A golfing correspondent wishes me to call attention to an article which appeared in the D.P. a few days ago under the expressive heading of "Magnitude of Golf." All sorts of golfing peculiarities were dealt with in a truly American manner, which led a non-golfer into the belief that the game was tantamount to a sort of world's show of "big" things; miles of players, who drove far beyond that misty connection between sea and sky, and whose combined strength makes even Atlas seem a puerile being. Heaps of things of this "vast" nature were dealt with, but my golfer complains that the writer of the article has missed quite a lot of the "big essentials" of golf. He did not, for instance, deal with the great, far-reaching and cumulative effects of "golfer's temper," the mysterious and "vast" vocabulary of golfers who always drive into the rough, which could quite easily be compiled and issued in the form of a Webster—for golfers only; also the "vast" capitals amassed by that class of caddie who lie in wait for golf balls, listen unwearyingly to expressions of opinions as to the aggravating flight of the thing; and then purloin it without a conscience pang. For the writer of the article to have missed these things," adds my correspondent, "seems to indicate beyond doubt that he has never played a round in his life. They are part and parcel of the whole game." I have always been led to believe that such was the case also.

This is a local query which has been sent in:—"Is the payment of a \$10 fine and the transient wrath of a judge worth the suffering when it relieves you of listening for four whole days to a very uninteresting arson charge?" My answer is, always.

RODERICK RANDOM.

SHAMEEN NOTES.

(FROM OUR OWN CORRESPONDENT.)

SHAMEEN, October 22nd.
BRITISH RED CROSS DAY.

Shameen was en fête yesterday. In honour of the "Day" the Banks and most of the business houses stopped work at the tiffin recess. Shameen's programme to swell the British Red Cross Funds took the form of a Garden Fête at the Tennis Ground in the afternoon, followed by a cinematograph performance at the Club Theatre in the evening. From early morning patriotic Britishers were to be seen hard at work decorating the enclosure, arranging the stalls, etc. At a certain stage it looked as if the Fête would be a failure, for the drizzle of the morning developed into a steady downpour in the afternoon and it was feared the attendance would be small. Contrary to expectation, there was a good turnout. The good "cause" simply outweighed all considerations of petty discomfort, and by 3.30 p.m. a stream of Britishers and their Allies, clad in rain-coats and under umbrellas, wended their way to the tennis ground to contribute their several mites to a fund so deserving of support from all true lovers of liberty and democracy and opponents of serfdom and militarism. The writer is not in a position to announce the day's takings, but understands it is an amount of which Shameen can well be proud.

SHAMEEN'S RESPONSE TO KITCHENER'S CALL FOR MEN.

Seven more Shameenites are throwing up their billets to proceed to the front. They are Mr. Thorne of the Kwangtung Electric Light Co. and Messrs. Belsit, Perkins, Woods, Crook, Stein and Irwin, all of the Chinese Customs Service.

MACAO NOTES.

(FROM OUR OWN CORRESPONDENT.)

MACAO, October 22nd.

BAZAAR ON BEHALF OF THE ALLIED TROOPS. The fund raised to provide articles for the Allied troops at the Front having almost been exhausted, a bazaar is being organised, to take place in the Public Gardens on the 30th inst., with the object of securing further support for the fund. The wife of the Governor (Mrs. Carlos da Maia), is at the head of the Committee organising the bazaar, which is being supported very generously by the people of Macao, who have already contributed over 3,000 articles. They gladly associate themselves with any movement by which their sympathy for the Allies can be demonstrated.

HARBOUR DREDGING.

The Harbour dredging is making excellent progress, the dredger being kept at work daily from dawn to sunset. At frequent intervals in the day the tug-boats and mud-boats can be seen taking away the mud.

WELCOME RAINS.

The heavy rain that fell last week was especially welcome, as the water supply was becoming somewhat precarious. All the wells in the central districts had been dried up.

A MYSTERIOUS FIND.

A somewhat mysterious discovery was made recently in the Repartida de Fazenda's gardens. Thirty-two tins of opium, each containing four tael of the drug, were found scattered in the grass, and have been seized by the authorities.

HARBIN RAIL GUARD SHOOT THREE OFFICERS.

A tragic affair which resulted in four deaths occurred at Harbin on the 16th inst. A soldier named Shultz, belonging to the 2nd Chinese Eastern Railway Battalion, being accused of a breach of discipline, feigned illness, but was exposed and summoned to appear before a court. At 2 o'clock in the morning, Shultz set fire to a stable, which called out the officers, but the presence of all the soldiers prevented him executing his further plans. When the fire had been put out, however, Shultz went to a distant yard where he met Sub-Lieut. Soihmin and shot him dead. Shultz then returned to barracks, telephoned another officer and then watched near the latter's house and shot him dead when he appeared. Captain Shvitzoff, who hastened to the spot, was also shot by Shultz and died in a few minutes. Shultz then committed suicide.

24-HOUR TABLETS.

GERMANY AND HER FOOD PROBLEM.

A twenty-four-hours' experiment in the nutritive value and staying power of specially prepared food-tablets, produced under the direction of Germany's leading chemists, was to be made throughout the entire German forces on the 19th of last month. The men were said to be looking forward to it with anything but joy, especially as particular care would be taken that during the entire period they are not allowed to eat or drink anything else. Should the tablets prove a success, says a correspondent at Biele, they will solve a very serious problem for Germany, and place her in a position to carry on the war indefinitely.

LOCAL SPORT.

CRICKET.

CLUB v. KOWLOON "B"

Played at Kowloon on Saturday, the game being left drawn in favour of the home team. Scores:—

KOWLOON "B."				
A. A. Claxton, c Beswick, b Sayer	40			
A. R. F. Raven, b Sayer	7			
W. T. Elson, l.b.w., b Brand	1			
J. Stalker, c Cary, b Maas	50			
Dr. Forsyth, b Brand	1			
W. L. Weaver, c Leith, b Sayer	5			
Li.-Col. Watson, b Brand	5			
H. Overy, c Sayer, b Brand	3			
A. Hamilton, c and b Brand	0			
C. Mycock, not out	7			
W. Kay, c Cary, b Leith	2			
Extras	4			

Total 129

Bowling Analysis.				
Brand	o	m	r	w
Sayer	17	5	39	5
Maas	13	1	70	3
Leith	4	0	14	1
	3	0	2	1

CLUB.

C. Beswick, c and b Stalker	21			
E. J. R. Mitchell, run out	0			
N. J. Austin, c Stalker, b Overy	2			
A. Leith, b Kay	0			
M. M. Maas, c Claxton, b Kay	16			
F. W. Cary, c and b Staker	4			
R. Hancock, not out	33			
G. R. Sayer, b Overy	5			
R. Brand, not out	6			
C. A. Hooper, did not bat				
P. L. Bennett, did not bat				

Total (for 7) 87

Bowling Analysis.				
Kay	o	m	r	w
Overy	13	2	38	2
Stalker	8	2	22	2
	8	1	27	2

HONGKONG "B" v. UNIVERSITY.

The Club "B" team proved far too good for the University on the Club Ground on Saturday. The feature of the game was the batting of Hewitt for the Club.

Scores:—

UNIVERSITY.				
C. G. Anderson, b Syme Thompson	0			
Ng Sze Kwong, c Baker, b Reed	22			
C. G. Anderson, b Syme Thompson	0			
Wei Wing Lok, b Reed	5			
F. A. Redmond, b Syme Thompson	1			
Ho Wing Kin, run out	1			
J. D. Wright, b Baker	6			
W. Hall, c Hewitt, b Reed	28			
Ng Sze Cheung, b Hewitt	7			
Chan Wing To, b Syme Thompson	0			
Yung Hin Lun, not out	18			
Extras	18			

Total 96

Bowling Analysis.				
F. Syme Thompson	o	m	r	w
E. B. Reed	7.4	3	12	2
E. B. Reed	10	1	32	3
H. H. Taylor	8	0	18	3
F. H. Baker	5	1	15	1
C. J. Hewitt	3	0	5	1

Syme Thompson bowled two wides.

HONGKONG "B."

H. E. Muriel, b Braysay	2			
S. S. Moore, run out	5			
R. P. Thurnfield, b Braysay	0			
A. Whitmarsh, c Young, b Braysay	24			
C. J. Hewitt, c Wright, b Ho Wing Kin	7			
F. H. Baker, c Ng Sze Kwong, b Braysay	20			
F. Syme Thompson, b Ho Wing Kin	6			
H. H. Taylor, not out	17			
G. E. Aubrey, not out	5			
Extras	2			

Total (for 7) 152

E. B. Reed and T. E. Pearce did not bat.

Bowling Analysis.				
K. Braysay	o	m	r	w
Ho Wing Kin	12	1	35	4
C. G. Anderson	10	0	68	2
Ng Sze Kwong	2	0	25	0
	4	1	22	0

CIVIL SERVICE v. KOWLOON "A."

Played at Happy Valley on Saturday, resulting in an exciting win for Kowloon by two runs. Scores:—

CIVIL SERVICE.				
Witchell, b Braga	2			
R. G. Southerton, b Fletcher	15			
J. Deane, b Fletcher	0			
R. E. O. Bird, b Braga	1			
E. W. Hamilton, b Fletcher	11			
E. W. Davidson, b Braga	1			
Hon. Mr. C. Severn	8			
Sara, run out	0			
Hill, b Fletcher	8			
Edmonds, b Braga	1			
Teechi, run out	0			
Extras	4			

Total 51

Bowling Analysis.				
Braga	o	m	r	w
Fletcher	9.4	4	23	4
	8.2	1	24	1

KOWLOON "A."

E. W. H. James, b Witchell	0			
K. McLennan, c Deane, b Bird	8			
F. Sutton, b Witchell	1			
A. G. Pile, c Davidson, b Witchell	2			
J. V. Braga, b Witchell	8			
J. P. Robinson, not out	16			
J. C. Fletcher, b Bird	1			
C. W. Jeffries, b Witchell	0			
A. W. E. Davidson, b Bird	0			
L. F. Shroff, b Bird	0			
W. F. Knapton, b Bird	7			
Extras	10			

Total 53

Bowling Analysis.				
Witchell	o	m	r	w
Bird	8	0	20	5
	7.3	0	23	5

ASSOCIATION FOOTBALL.

HONGKONG F.C. LOSE TO ROYAL ENGINEERS.

The practice game between the Club and the R.E. on the Club ground on Saturday produced on the part of the Clubmen a very inferior exhibition, and on the part of the Engineers a surprisingly excellent display. The R.E. played as though they had had the ball at their toes throughout the summer; there was not the slightest trace of the usual early season stiffness or lack of practice. The team is particularly well balanced, and if the understanding shown between the members of the team is maintained the R.E. will not easily be defeated. The combination of the forwards was especially good, and their carpet-passing completely worried and baffled the opposing halves. They kept the ball moving quickly from man to man, and while their progress was not so thrustful and direct as it might be, the crop of goals that occurred to them was undoubtedly due to the fine united work of the front rank, well supported by three intelligent halves. Townsend, who got five of the Engineers' half-dozen—the other being scored by White—is never a showy forward, but possesses a peculiar faculty of always being on the right spot, and his goals were obtained chiefly by reason of his thoughtful anticipation.

The Club were seriously handicapped by having to play ten men only throughout, and this completely upset the forward line. It is impossible to play the short-passing game with only four forwards, and the Clubmen did the only thing possible in swinging the ball about from wing to wing. As only three of last year's team—Railton, Tod and Pennell—were playing it was not to be expected that they would work together very well, and there was a total lack of sympathy between the defence and the attack. But for the wonderful work of Black at left back the Club would probably have been even more goals down. McTavish showed much talent at forward, and he will be a welcome addition to the ranks. When reinforced by Stalker, Stewart, Robinson, Gardner, and Chassels—the team should really make itself representative of civilian football in the Colony. The Club did not deserve to lose by such a margin as 6 goals to 2 (Fraser and Tod), but the R.E. were certainly the better team. Lane-Corpl. Davies acted as referee.

R.G.A. "PROBABLES" BEAT "POSSIBLES."

The R.G.A. will be as formidable as ever this season. Eleven probabilities for the Senior League team were opposed to eleven possibles at Happy Valley on Saturday, the former winning by 2 goals to 1. It was a hard and fiercely-contested game, both teams being very strong, and the performance of the players justifies the Antillerymen's supporters in anticipating a victorious career for their favourites in the Hongkong competitions. The losing team's point was scored by one of their opponents, and Youngman was responsible for the other goals.

BELCHER'S DEFEATED BY STAFF AND DEPARTMENTALS.

The Staff and Departmental have every reason to be satisfied with the display of their representatives in the match with Belcher's F.C. on Saturday. The Departmentals won by a goal to nil after a fairly keen game. Corpl. Brown notched the only point.

HONGKONG CRICKET CLUB.

REPORT OF COMMITTEE.

The report of the Committee of the Hongkong C.C. for the season 1914-1915 states, *inter alia*:—

The income and expenditure account shows a profit of \$119.87. Owing to war conditions prevailing there has been a marked falling off in membership, and consequently a loss in subscriptions and entrance fees to the extent of over \$1,000. The debenture interest, amounting to \$867, has been paid. \$2,500 has been written off for depreciation on the Club's premises and \$100 on the Club's furniture. During the summer months the cricket pitch has been carefully looked after, and the thanks of the Committee are due to Mr. Fletcher.

During the season we heard with much sorrow of the deaths of A. C. E. Elborough and C. N. G. Walker, both killed in action at the front; these members will be much missed.

Very little serious cricket was played owing to the war and only scratch games were possible, but after the close of the cricket season there was great keenness shown in tennis and the entries in the tournament were excellent.

Mr. E. E. Green is to be congratulated upon winning the Championship Singles of the Colony, and he holds the Challenge Cup kindly presented by Sir Paul Chater, C.M.G., for one year.

A feature of the tennis meeting was the appearance amongst the entrants of six Chinese competitors in the Open Singles event, in which they acquitted themselves very creditably, one of their number being the runner up to Mr. S. E. Green in the Championship Singles.

INTIMATIONS

LINCOLN, BENNETT & CO.



HATTERS

TO HIS MAJESTY THE KING

AND TO THE ROYAL FAMILY AND SOVEREIGNS AND COURTS OF EUROPE.

THE NEW SEASON'S STYLES IN GENTLEMEN'S

FELT AND STRAW HATS

NOW SHOWING:

SOFT FELTS
IN ALL COLOURSSTRAW HATS
FITTED IVY BANDS

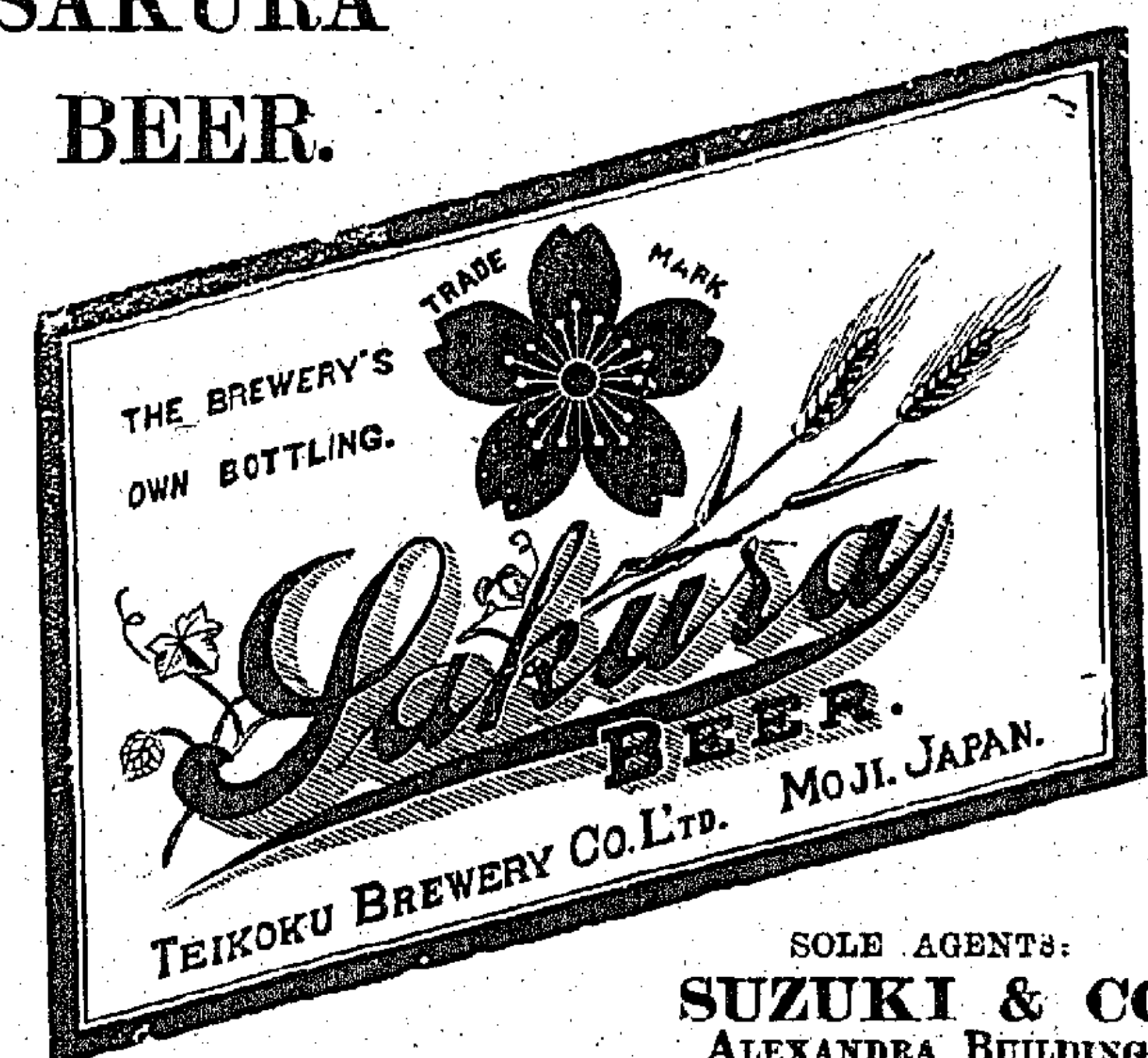
\$6.50 TO \$8.50 EACH. \$3.50 TO \$4.50 EACH.

ALL OUR FELT HATS ARE FITTED WITH SWEAT-PROOF BANDS.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

SAKURA BEER.



SOLE AGENTS:

SUZUKI & CO.,
ALEXANDRA BUILDING,
TEL. No. 408.

Hongkong, 12th August, 1915.

[655]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

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NEW ADVERTISEMENTS

GREEN ISLAND CEMENT COMPANY, LIMITED.

LOST

APPLICATION has been made to this Company to issue to Mr. LAU SAI TUNG of Hongkong Duplicate Certificates of 200 Shares in this Company or other Certificate or Certificates in lieu thereof upon statement that the Original Certificates

Nos. 8564-100 shares numbered 246039/246138 dated 18th November, 1908.
Nos. 8803-50 shares numbered 197703/197737, 261686/261710; 25th March, 1909.
Nos. 9786-50 shares numbered 6901/6950 dated 27th May, 1910.
have been LOST or DESTROYED, and Notice is hereby Given that if within 30 days from the date hereof no Claim or Representation in respect of such Original Certificates is made to the Company the Undersigned will then proceed to deal with such application for Duplicates.

For the GREEN ISLAND CEMENT CO., LTD.,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 23rd October, 1915. [1101]

NOTICE

WE have REMOVED our Store to No. 4, WYNDHAM STREET (Flower Street).

GRACA & CO.

Dealers in
POSTAGE STAMPS, CARDS,
FLOWER SEEDS, TOYS, Etc.
Hongkong, 24th October, 1915. [1043]

MINISTERING CHILDREN'S LEAGUE.

SALE OF WORK.

IN AID OF
LOCAL CHARITIES FOR CHILDREN.
THE PRINCE OF WALES FUND,
THE NATIONAL COMMITTEE FOR
BELGIAN RELIEF,
and
THE CHILDREN IN M. C. L. HOMES
whose fathers have been killed in action,
to be held in the
GROUNDS OF GOVERNMENT HOUSE
(by kind permission of His EXCELLENCY
THE GOVERNOR),
ON SATURDAY, 30th OCTOBER,
from 2 to 6 P.M.
Entrance only at the Garden Gate in Upper
Albert Road.

Prices of Admission: Adults 38 Cts.
Children 10 "
All Members and Associates free.

Come to See the "MERRIE MUMMERS,"
5.30 P.M. Tickets \$1.
TOYS AND FANCY ARTICLES, ICES,
SWEETS, TEA, BRAN TUB,
CHRISTMAS TREE.

No CHITS TAKEN.
Hongkong, 11th October, 1915. [1071]



NOTICE

ANY EUROPEAN, Non-Asiatic or Indian
desiring to leave the Colony should apply
in writing for permission to do so to the
Captain Superintendent of Police, at least
48 hours before the intended hour of departure,
giving name, nationality, age, sex, height
and occupation of the applicant, and stating the
name of the steamer or other vessel or the hour
of the train by which the applicant wishes to
leave. Applicants should apply in person for
their passes at the CENTRAL POLICE STATION
between the hours of 9 A.M. to 1 P.M. and
2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [1738]

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1014]

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.

SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to .55SG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 4th February, 1915. [1032]

香港中外新報
CHUNG NGOI SAN PO
(Chinese Daily Press).

PUBLISHED DAILY

Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over THREE YEARS
Circulates largely throughout Southern China
Indo-China etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong, 131, Flavel Street, London
or from the different Agents.
Documents translated from or into Chinese
or Colloquial Chinese.

INTIMATIONS

ROYAL HONGKONG GOLF CLUB.

A FOURSOMES COMPETITION will be
held over the Fan Ling Course for a
Prize kindly presented by H.E. THE GOVERNOR.

CONDITIONS.

Members with Handicaps of less than 7 to be
drawn by lot with Members with Handicaps of
18 or more.

Members with Handicaps of 7 to 12 inclusive
to be drawn with Members with Handicaps of
13 to 17 inclusive.

Competition to be under Club Handicaps.
Intending Competitors are requested to enter
their names on the boards in the Happy Valley
or Fan Ling Club Houses, or to send same
in Writing to the Acting Hon. Secretary,
care of Messrs. BRADLEY & Co., Ltd.

Entries will close on FRIDAY, 21st inst.
The Competition for the above will be held
over the Fan Ling Course, commencing on
SUNDAY, the 31st inst.

Limited to Handicaps of 6 and under.
Intending Competitors are requested to enter
their names on the board in the Club House at
Happy Valley before WEDNESDAY, the 27th
inst.

T. W. HILL,
Acting Hon. Secretary.
Hongkong, 15th October, 1915. [1082]

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL
MEETING of the Members of the
HONGKONG CLUB will be held in the Club
House on FRIDAY, the 29th October, 1915,
at 5.15 P.M.
BUSINESS—As set forth in the Notice
posted in the Hall of the Club.

By Order,
E. DES VOEUX,
Secretary.
Hongkong, 15th October, 1915. [1086]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of
Members will be held on SATURDAY,
the 30th October, 1915, at 12 o'clock NOON, at
the Office of the JOCKEY CLUB, on the
Ground Floor of the HONGKONG CLUB
ANNEXE, Chester Road.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th October, 1915. [1085]

ROBERTS RIFLE CLUB OF HONGKONG.

THE ANNUAL GENERAL MEETING
of the above will be held in the CHAMBER
OF COMMERCE ROOM, Post Office Building,
at 12 o'clock (NOON) on SATURDAY, the 30th
instant.

S. H. DUTTON,
Hon. Secretary and Treasurer.
Hongkong, 23rd October, 1915. [1106]

HONGKONG COTTON SPINNING,
WEAVING & DYEING CO., LTD.

(In Vol. Liquidation).
TAKE NOTICE that a MEETING of
Members of the above Company will be
held at the Office of Messrs. JARDINE
MATHESON & Co., LTD., Hongkong, on
MONDAY, the 22nd day of November, 1915,
at 12 o'clock NOON.

AGENDA.
1. To lay before the Meeting an Account of
the acts and dealings of the Liquidator and of
the conduct of the winding-up up to the date
of the Meeting.

2. To propose an extraordinary resolution
sanctioning an interim return to Members as
follows:—
That an interim return by the Liquidator of
One Hongkong Dollar per share to the
persons who are registered as Members of
the Company on the 15th day of November,
1915, be and the same hereby is sanctioned.

The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, 15th
November, to MONDAY, 29th November, both
days inclusive.

Dated Hongkong, the 14th day of October,
1915.
C. BERNARD BROWN,
Liquidator. [1080]

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1915. With Index. Price \$7.50.
On Sale at the "Hongkong Daily Press"
Office.
Hongkong, 10th August, 1915.

TO LET.

NO. 2, "FAIRVIEW," Nathan Road,
Kowloon.
"GLENSHIEL," No. 141, Plantation Road,
Peak, from 1st November, 1915.

"LEWKNOR," No. 126, THE PEAK.
"HARTING," Austin Road, Kowloon.
"HILLSIDE," No. 110, THE PEAK.
5 Rooms Furnished, from 1st November, 1915.
ONE OFFICE or SHOP in Duddell Street,
Ground Floor.

Nos. 1 and 2, COLLEGE GARDENS
6 ROOMS each, from 1st November.
No. 3, "THE ALBANY."
ROOMS in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLIOS TERRACE.
No. 25, BELLIOS TERRACE, with
entrance on Conduit Road.

ONE GODOWN, No. 8, Burrows Street,
Wanchai.
TWO GODOWNS, in Duddell Street.
"WESTWARD HO," Bonham Road.
"MERION," No. 8, THE PEAK, Unfurnished
(6 Rooms).

No. 2, DES VOEUX VILLAS, 51, PEAK
(Unfurnished).
No. 53, THE PEAK 5 CAMERON VILLAS.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 18th October, 1915. [43]

HOUSES TO LET.

TO LET.

PAVENSHILL, EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON &
HARSTON,
Hongkong, 10th October, 1915. [1094]

TO LET.

"GLENSHIEL," No. 141, Plantation
Road, Peak, from 1st November, 1915.
Apply—
LINSTEAD & DAVIS,
Hongkong, 18th October, 1915. [1089]

TO LET.

NO. 6, LYEEMOON VILLAS,
Nos. 1 and 6, TORRES BUILDINGS,
Kowloon. Moderate rent. Ready for
occupation.
Apply to—
SPANISH DOMINICAN
PROCURATION,
Hongkong, 29th September, 1915. [1063]

TO LET.

PARTLY FURNISHED for Six Months
from 1st November, FLATS in "EWO
MESS," No. 8, THE PEAK.
Apply Property Office,
JARDINE, MATHESON & Co., LTD.
Hongkong, 16th September, 1915. [884]

TO LET—AT THE PEAK.

FURNISHED or UNFURNISHED,
3, Mountain View.
H. E. POLLOCK,
Princes' Buildings.
Hongkong, 15th September, 1915. [1046]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road,
4 GOOD ROOMS. Immediate posses-
sion.
Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [976]

TO LET.

OFFICES in St. George's BUILDING,
Second Floor, Overlooking Harbour,
Immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39]

TO LET.

A HOUSE in Knutsford Terrace,
Kowloon.
No. 3, CANTON VILLAS.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [45]

TO LET.

FOUR-ROOMED and THREE-ROOMED
FLATS in Humphrey's Buildings,
Kowloon, with every modern convenience.
Immediate possession. FOUR-ROOMED
FLATS in May Road, possession on or about
1st November next. Modern appointments
throughout, including English Baths and
Kitchen Ranges, Hot Water and Water
Carriage System. A few Flats specially
designed to accommodate three bachelors at
reasonable rentals.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
TWO-ROOMED FLATS in Nathan Road,
Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE
CO., LTD.,
Alexandra Buildings.
Hongkong, 19th October, 1915. [558]

TO LET.

HARPERVILLE, Garden Road, SEVEN
ROOMS, Very Large Dining Room,
Immediate possession, house in excellent order
Tennis Court and Garden.

Apply—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [976]

TO LET.

OFFICES at 2, Connaught Road.
HOUSES in King's Buildings.
HOUSES in CLIFTON GARDENS
Conduit Road.

NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 31, WONG NEECHONG ROAD.
No. 1, MORETON TERRACE, Causeway
Bay.

GODOWNS, at Wanchai.
GODOWNS, at New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 16th October, 1915. [58]

TO LET.

From 1st March.
GODOWN, No. 8, Duddell Street.
Apply—
A. B. AVASIA,
Care of E. PARANET,
No. 1, Duddell Street
Hongkong, 2nd February, 1914. [244]

INTIMATION

WATSON'S
EUMINTOL

A Liquid Dentifrice having all the

Characteristics of Odol.

Applied directly on the brush it

cleanses the teeth and

prevents their decay.

When mixed with Water it forms

a pleasant antiseptic Mouth

Wash, which purifies and

refreshes the whole mouth.

PRICE: \$1.00 PER BOTTLE.

Prepared only by

A. S. WATSON
& CO., LTD.,

HONGKONG AND CHINA.

[13]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 25th, 1915.

THE KING'S MESSAGE.

The stirring "Message to the People"
which His Majesty THE KING has issued
will doubtless be widely regarded as the
last resource before a resort is made to
Conscription. It may be so; but we
venture to think that the King's appeal
will not be made in vain. If anybody
had said two years ago that Great
Britain under the system of voluntary
enlistment would be able in the event of a
great war, to place in the field an army
of three million men properly trained and
equipped within a period of twelve
months he would have been laughed at
as a fool. Indeed the Germans even
now apparently do not believe that we
have an army at all approaching this
figure. The Prime Minister's announce-
ment of the fact in the House of Com-
mons was described by the *Colony*
Gazette as "sheer bluff" and the extracts
from the German Press which are daily
published in the London papers show
that this view is common to nearly all
the German papers—so common in fact
that it becomes quite clear that this is a
view propagated in Germany "by order"
so that the blind confidence of the general
public of Germany in ultimate victory
shall not be undermined before the facts
force themselves more directly on their
attention. No other explanation can be
offered for the appearance in German
newspapers of the highest standard of
statements such as that "the French
complain loudly that Lord Kitchener
sends no more troops to France;" that
"no troops are sent for the very good
reason that England has none to send";
that "the Quadruple Allies, and, least
of all, England and Russia, have few or
no more guns, and even fewer munitions,"
and so forth. It is no improbable that
the recent report by Sir JOHN FRENCH
describing the present British line in
France was published as much for the
information of the German and neutral
public as for the information of

British subjects throughout the
Empire. It affords convincing proof
of the falsity of these German mis-
representations, for it is obvious that the
British line could not have been so
greatly extended and advanced if Sir
JOHN FRENCH had not the necessary
men, guns and munitions, not only to
make the thrust forward but to hold the
new positions against the desperate efforts
the Germans are continually making
in tremendous strength to recover them.
The German casualty lists also should be
to any reasoning being in Germany suf-
ficient proof of the fact that the German
papers are simply pursuing a policy of
organised deceit when they represent that
Britain has no army and cannot raise one.
It may pass for humbug at the
present time in Germany to say that such
declarations on the part of British
ministers as that no Englishman would
dream of peace so long as a single
German soldier remains on French or
Belgian soil, "smacks of pathological
symptoms"; but the fact remains that
never since the war began were Englishmen
more confident than they are to-day of the
ultimate expulsion of the German army
from Belgium and France, and of the
final overthrow of German military
power. England's full might added to
that of France and Russia can obviously
accomplish this, and it is plain now that
if the Voluntary system fails to double
the present strength of the British Army,
this will be accomplished, if necessary,
by conscription. The superior strength
of the Allies resides in their reserves
of man-power. Both Great Britain
and Russia have still very large reserves
to draw upon, while Germany and Austria
have drawn upon their reserves to the
utmost limit, and are steadily diminish-
ing their strength by vain assaults upon
their foes. The longer this continues the
worse becomes Germany's plight. We
cannot see how Germany's prospects of
ultimate success can be improved by the
new developments in the Balkans. Recent
reports from the Russian front show that
Austria and Germany can no more afford
to spare troops for the Balkan venture
from that front than from the Western
front. But Germany has embarked on the
venture in the belief that the Allies,
even if they can afford to divert troops
now in other theatres of the war, cannot
throw them into the new arena in time to
prevent the accomplishment of Germany's
purpose. The information from the
Balkans is so meagre that it is impossible
yet to get a clear idea of what is actually
happening in that theatre. We know
that a large Anglo-French force has
moved up from Salonika through Greek
territory into Serbia; we have been
told of Russian warships bombarding the
Bulgarian port of Varna on the Black
Sea; and now we hear of British war-
ships bombarding the coast line on the
Aegean Sea which was ceded to Bulgaria
by the Treaties of two years ago. Whether
these bombardments have been the prelude
to a landing of troops at these points we
have yet to learn. If the Allies can
succeed in smashing the Bulgarians and
in preventing German help reaching
Turkey, the Turkish alliance with
Germany would probably soon be
terminated. The one thing that
seems clear is that if Germany's dash to
Constantinople is to be arrested large
Allied forces will have to be thrown into
this area, and consequently the demand for
more men in the Allied countries becomes
more insistent. In France and Russia
conscription affords a ready means of
enlisting every available man. England,
so far, adheres to the voluntary prin-
ciple of enlistment, and the King's
message puts upon it the final test of its
ability to meet the demands of the situa-
tion. It is cheering to learn on the
authority of Lord DENBY (who has
recently had charge of the recruiting)
that experience has already convinced
him that sufficient recruits will be forth-
coming by the end of November to meet
the requirements of the Army. Thousands
upon thousands of men have refrained
from enlisting not from want of sympathy
or lack of courage, but from considerations
which it scarcely rested with them to
solve, and we believe that if recourse to
conscription becomes necessary, the
country would acquiesce without much
demur whenever the governing authori-
ties frankly declare it to be necessary or
advisable.

The *Gazette* states that H.E. the Gov-
ernor-in-Council has appointed Wednes-
day, November 18th, to be observed as a
general holiday in substitution for
Monday, November 8th.

The amount of subscriptions for the
Internal Loan of China for 1915 had
reached \$28,930,000 up to September 30th
and about 80 per cent. of the sum has been
transmitted to Peking.

The Inspectors and Sergeant, of the
Chinese company of the Police Reserve
gave a complimentary dinner on Friday
night, at the To Yuen restaurant, to Mr.
F. C. Jenkin, Deputy Superintendent of
the Reserve.

A *Gazette* announcement states that raw
cotton, cotton linters, cotton waste and
cotton yarns are to be treated as absolute
contraband during the continuance of
war, or until further notice. The *Gazette*
also contains a revised list of articles to be
treated as contraband of war.

H.E. the Governor has been pleased to
approve of Captain Cyril Champkin,
Calcutta Volunteer Rifle, being attached to
the Hongkong Volunteer Reserve. Also,
of the appointment of Mr. E. W. Hamilton
to act as third assistant to the Secretary
for Chinese Affairs and deputy Registrar
of Marriages.

The Hon. Treasurer of the Alice Memo-
rial and Affiliated Hospitals begs to ac-
knowledge with thanks the following
donations to the funds of the Hospitals:—
Mrs. Wilson £8 \$86.33
Fresh Fish Guild 30.00
Sandal Wood Dealers Guild 57.70
St. Peter's Church 9.00

A sad accident has occurred in the
Quarters of the American Legation Guard
with fatal results. It appears, says a
Peking contemporary, that two of the men
were boxing on a concrete floor and one
was hit on the jaw, causing him to fall
heavily backward and suffer a fatal frac-
ture of the skull. Death ensued within
an hour.

The Government steam-roller, while
rolling the road near the Military Police
Barracks, met with an accident that
caused a disorganisation of the tramway
service for about three-quarters of an
hour yesterday afternoon. The right
rear wheel of the roller sank into the
road close to the tramline, and it was
only with considerable difficulty that the
cumbersome engine was raised out of the
hole.

A very enjoyable social evening was
spent in the Royal Naval Yard Police Mess
on Saturday evening. Mr. Nicholl sang a
number of Scotch songs; Mr. Isaacs con-
tributed several patriotic songs; Mr.
Ward comic songs; Mr. Manly gave a few
selections on the piano; Mr. Bradley a
concertina solo; Mr. Miller, a step dance,
and Mr. Sherbourne a stump speech.
Messrs. Ray, Raffles, Beale, Linfield, Mc-
Kay, Ross, McCombe, Dobbin, Cotton,
Clarkson, Connor, Adair, Tindall and Sgt.
Buckston also contributed songs, being
very ably accompanied on the piano by
Mr. Manly. Each item was most cordially
applauded. The National Anthems of the
Allies were played and a very pleasant
evening terminated with "God Save the
King." It is proposed to hold a social
evening a month to which members of friendly
messes and clubs will be welcome.

ITALIAN CONVENT BAZAAR.

The annual bazaar held in connection
with the Italian Convent opened at the
Convent on Saturday morning, and the
sale of the many useful and artistic pro-
ductions of the Chinese children who
work so conscientiously under the guid-
ance of their very zealous teachers will
be continued for several days. There
was no formal opening, the buying and
selling commencing in the early morning,
all being very keen on the business in
hand.

As usual, the arrangement of the many
stalls, all laden with the varied work of
the children, presented a charming pic-
ture which spoke volumes for the industry
of the young workers. The productions
ranged from beautifully designed
cushions and lace to just ordi-
nary common-place little articles;
but they were all the work of
children, and the things artistic were
mingled with the more substantial and
useful articles in a manner which was
at once skilful, and quite attractive
from a business point of view. Lady
May attended the bazaar in the course
of the day and made several purchases.
There was also a large attendance of the
general public and good business was
done.

THE WAR.

MORE RUSSIAN SUCCESSES.

SEVERAL ITALIAN COUPS.

BRITISH FLEET BOMBARD BULGARIAN COAST.

BELGIUM HORRORS.

KING'S APPEAL TO THE NATION.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH BRAVERY.

A HOHENZOLLERN REDOUBT INCIDENT.

LONDON, October 24th.

Reuter's correspondent at Headquarters, describing the British attack which captured the main trench of the Hohenzollern redoubt, says that after the initial onset the fight resolved itself into a series of isolated bombing encounters, parties being sent up the various trenches in an endeavour to force a way to the enemy's main line. One party held its own against a strong German attack, though many were killed and wounded, till their barricade was literally blown in. The Captain commanding then ordered his men to construct another barricade thirty yards behind, he himself remaining alone at the first barrier, sheltering as best he could behind the smashed parapet, and by constant bombing holding off the enemy, who was only a few yards distant, till the second barricade was completed.

GERMAN ACTIVITIES.

PARIS, October 23rd.

To-day's communiqué says:—Yesterday evening the enemy emerged from their trenches round Givenchy, but were easily dispersed.

In Champagne strong reconnoitring parties, supported by artillery, attempted to reach our positions round Tahure. They were repulsed or destroyed everywhere.

We conquered an enemy trench in Lorraine after stubborn fighting foot by foot.

NOTHING IMPORTANT.

PARIS, October 24th.

A communiqué states that nothing important has taken place.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS CONTINUED.

MANY CAPTURES.

PETROGRAD, October 23rd.

Galicin is not the only scene of Russian successes. A communiqué says that they crossed, against opposition, the Chara river, south-east of Baronovitchi, stormed the heights on the other side, and took 1,388 prisoners, to which have to be added 2,692 prisoners taken in various actions on the left bank of the Styr. The Russians also advanced westward in the lake region east of Vilna, repulsing numerous counter-attacks. They also captured a village west of Postavy. The Germans were unable to make headway in the Riga and Dyvinsk regions, and a violent attack near Olai on Thursday was immediately arrested.

PETROGRAD, October 24th.

A communiqué states that a Russian landing party near Domesnes, at the entrance to the Gulf of Riga, on Friday, repulsed a German force, capturing prisoners and material. Forty three German dead were abandoned. Only a few Russians were wounded. Fighting on the left bank of the Styr continues. The Russians operating near Kolki captured another 621 prisoners, seventeen maxims and eight trench mortars. Elsewhere the fighting has been unimportant.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIAN COUPS.

MOUNTAINS AND TRENCHES STORMED.

Rome, October 23rd.

The positions captured by the Italians include Mount Melino, in Giudicaria, which was stormed and much material taken on the Mount, and Deipini, a town on the lower Tirano. The enemy on Thursday evening counter-attacked at Mount Crosani, but was repulsed and pursued, and lost heavily. The Italians at Rienz Peak advanced simultaneously in the mountains, scaling the difficult Rauchkofel crest and crossing the plain in the direction of Schenderbach, storming the enemy trenches and capturing prisoners. The town of Leopold Skirchen was set on fire. Strong enemy forces in the Seisera valley were put to flight. The Italians on the Isonzo front opened an attack on Friday morning on numerous positions between Caporetto and the sea, and advanced under a murderous fire. They stormed with the bayonet a great entrenchment below Narzli Peak, in the Montenero zone, numerous trenches on the Sant Lucia Hill in the Tolmino sector, and a strong redoubt on the slopes of Mount Sabotino, north of Gorizia.

IMPORTANT PROGRESS.

ADVANCE ALONG WHOLE CARSO FRONT.

Rome, October 24th.

Further progress at many points is reported in the latest communiqué, which says:—Westward of Lake Garda we stormed Mount Nodic, completing the command of the Lebro Valley. We captured a strong redoubt in the vicinity of Coldilana.

The importance of Thursday's success in the Seisera Valley is confirmed. We have up to the present buried 426 of the enemy there. The progress on the upper and middle Isonzo is also confirmed.

Two violent enemy counter-attacks at Mzli were repulsed. We took 157 prisoners.

Despite the enemy's fierce resistance, supported by numerous powerful batteries, we progressed along practically the whole of the Carso front, particularly at San Martino, and captured 2,009 prisoners, 60 officers, seven machine-guns, and quantities of munitions and material.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

BRITISH SUBMARINES IN THE BALTIC.

SIGHTED UNDERWATER BY GERMAN AEROPLANES.

MALMOE, October 23rd.

German aeroplanes sighted two British submarines under the water.

Subsequently a flotilla of torpedo-boat destroyers from Sassnitz chased the submarines, which retreated northwards. There was no firing.

NAVAL "POWER."

LONDON, October 23rd.

The enemy's submarines last week sank only one small vessel.

[THROUGH REUTER'S AGENCY.]

BRITISH FLEET BOMBARD BULGARIAN COAST.

LONDON, October 23rd.

The Admiralty announces that an Anglo-Franco-Russian Squadron bombarded the Bulgarian coast on the 21st inst., shelling a number of military positions, and seriously damaging the harbour works, railway station, and shipping at Dedegatch. Care was exercised to avoid hitting points not possessing any military importance.

GERMANY'S "PROFOUND REGRET."

THE ATTACK ON A SWEDISH SUBMARINE.

STOCKHOLM, October 23rd.

The German trawler which fired on a Swedish submarine, as reported a few days ago, did so within the Swedish territorial limits.

The Naval Staff at Berlin has expressed profound regret and promised a searching inquiry.

THE SERBIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SERBIAN TROOPS ENTER BULGARIAN TERRITORY.

PARIS, October 24th.

An Athens telegram states that the British and French Military Attaches who have arrived from Nish confirm that Vrania is not occupied by the Bulgarians, who attempted a mere cavalry raid which was thrown back. They state that Serbian troops have entered Bulgarian territory.

(HAYAS AGENCY.)

AUSTRO-GERMAN LOSSES.

GENEVA, October 22nd.

The Tribune states that the Austro-German losses on the Serbian front amount to 83,000 men.

[THROUGH REUTER'S AGENCY.]

PARIS, October 24th.

An Athens telegram states that according to despatches from Nish signed "Pashitch, Premier," the losses of General Mackensen's armies are at least 600,000.

NEW BRITISH TROOPS IN SERBIA.

LONDON, October 23rd.

The Paris correspondent of the Daily Telegraph writes that he has the best authority for stating that British troops have entered Serbia.

FRENCH TROOPS LANDING.

PARIS, October 24th.

The landings of French troops at Salonika continue regularly and under the best of conditions. The French troops which crossed the Greek frontier have established touch with the Serbian troops.

GENERAL.

[THROUGH REUTER'S AGENCY.]

REIGN OF TERROR IN BRUSSELS.

GERMAN "GOVERNMENT."

AMSTERDAM, October 23rd.

A Brussels telegram says that the Governor-General of Belgium (General von Bissing) has summoned all persons within his jurisdiction belonging to a hostile army, or on a mission from a hostile Government, to report themselves within twenty-four hours. Those refusing will be removed as prisoners of war. Anyone arrested after this, or assisting such persons in any way, will be punished most severely.

MACHINE-GUN CORPS TO BE FORMED.

LONDON, October 24th.

Particulars of the composition of a Machine-gun Corps, mentioned on the 6th inst., have been given in Army Orders. The Corps will be divided into three branches; cavalry, infantry and motor. The first two will be organised as a Brigade of machine-gun squadrons and companies respectively, and the last as motor machine-gun batteries, at war establishment. A machine-gun company will be composed of nine officers, 141 non-commissioned officers and men, and 52 horses.

[THROUGH REUTER'S AGENCY.]

MISS CAVELL'S LAST MOMENTS.

A PATHETIC STORY.

LONDON, October 24th.

Pathos is added to the horror of the murder of Miss Cavell by the description of her last moments which is furnished by the Rev. Gahan, the British Chaplain in Brussels, which has been forwarded to the Foreign Office by the American Ambassador. He writes: "I was admitted to the prison by a special passport the evening before the execution. I was astonished and relieved to find that Miss Cavell was perfectly calm and resigned. She said she wished her friends to know that she willingly died for her country, and added: 'I do not fear, nor am I shrinking. I have seen death too often. It is not strange or fearful. But patriotism is not enough; I must have no hatred or bitterness for anyone.' Then we had Holy Communion together. She received the Gospel of Consolation with all her heart, and then she repeated softly the words of 'Abide with me' to the end, afterwards giving me messages for relatives and friends. When she said 'goodbye' she smiled and said 'we shall meet again.'"

The German military chaplain, after the execution, said that she was brave and bright to the last, professed the Christian faith, and died like a heroine.

STRONG AMERICAN COMMENT.

LONDON, October 24th.

Two London papers have started funds for a memorial to Miss Cavell. Neutral opinion on the execution is beginning to be heard.

The New York Herald says that a wave of horror has swept over America.

The Evening Post states that it is amazed at German apologists asking Americans to stand agape with admiration at Germany, which the execution reveals as a whitened sepulchre with rotting bodies within.

The Evening Star remarks that the American Minister, in asking for mercy for Miss Cavell, uttered the cry of the American heart.

The Chicago Post describes it as another rank blunder of German statesmanship.

The Chicago Journal says that assisting prisoners to escape is a virtue inseparable from all Western ideals of womanhood.

OFFICIAL CONDEMNATION.

WASHINGTON, October 24th.

Though no representations have been made to Germany, officials unparaphrasingly denounce the crime. A search of American records has failed to disclose an instance of the execution of a woman, even as a spy.

JUSTIFICATION.

AMSTERDAM, October 24th.

The Handelsblad recalls the execution at Nurnberg of the publisher of a psalm which led to the regeneration of Germany and the downfall of Napoleon.

ANTI-GERMAN ANGER OF NEUTRALS.

ROTTERDAM, October 24th.

The Courant says that the execution will aggravate the anti-German anger of neutrals.

RECRUITING OPTIMISM.

LONDON, October 24th.

Mr. Horatio Bottomley, M.P., speaking at Hackney, said that he had discussed the new recruiting scheme with Lord Derby, who said that experience had already convinced him that the voluntary system would be saved, and he confidently anticipated that by the end of November there would be sufficient recruits to meet the requirements of the army.

THE LAST AIR RAID ON LONDON.

MEN CHARGED WITH SIGNALLING TO THE ENEMY.

LONDON, October 23rd.

Two men charged in a London police court with signalling to the enemy from the roof of an hotel during the last air raid, have been handed over to the military authorities.

[THROUGH REUTER'S AGENCY.]

BELGIUM HORRORS.

A "GHASTLY NARRATIVE" OF GERMAN RULE.

AMSTERDAM, October 24th.

A ghastly narrative of "the paternal administration of Belgium under General von Bissing" is told by the Antwerp correspondent of the Telegraph. Nobody, he says, is now safe in Belgium. Many men have been sentenced to death during the past fortnight, and thirty-two to perpetual servitude for long terms. Four women were also sentenced to death; a French teacher named Thulliez, Countess Felleville, a tailoress named Bezezet, and Miss Cavell. Up to the present only Miss Cavell has been executed.

The heroism of Miss Cavell, likewise that of Louise Freney, who was executed at Liege, even affected the German firing squad, the majority of whom did not aim at the victims, resulting in Louise Freney being wounded in the leg, while Miss Cavell was only hit by one of twelve bullets. Hence, the officers were obliged to give the coup de grace, shooting them in the ear.

The Germans are now compelling Belgian workmen to perform military duties, saying that neither Belgian law nor International agreements are any excuse for refusal, as only the German military Commander is allowed to decide. Another German proclamation has summoned young Belgians to report themselves, and those obeying are sent to an unknown destination.

GERMAN AIRSHIPS LOST IN BALTIC REGION.

PETROGRAD, October 23rd.

The Germans have so far lost in the Baltic region two Zeppelins and seventeen aeroplanes.

PERSIAN GULF OPERATIONS.

LONDON, October 24th.

Despatches dealing with operations in the Persian Gulf and Mesopotamia up to April 4th have been published as a Blue Book.

AMERICAN COTTON.

AN ARRANGEMENT WITH GREAT BRITAIN.

WASHINGTON, October 23rd.

It is announced that the British Board of Trade has arranged to make a settlement regarding the seized American cotton which is not covered by sales or contracts. The price to be paid will be the market value at port of shipment at date of shipment.

GENERAL MONRO LEAVES FOR DARDANELLES.

LONDON, October 24th.

General Monro, who has been appointed to take command of the Army at Gallipoli in the absence of General Sir Ian Hamilton, left London yesterday for the Dardanelles.

NOTED RUSSIAN GENERAL RETIRES.

PETROGRAD, October 23rd.

General Rennenkampf has been placed on the retired list.

WIRELESS TELEPHONE WONDER.

WASHINGTON, October 23rd.

Wireless telephone communication has been effected with the Eiffel Tower via Arlington, Virginia.

DEATH OF "W.G."

LONDON, October 23rd.

The death is announced of the veteran cricketer, Dr. W. G. Grace.

[The deceased's fame as a cricketer—he was the G.O.M. of the game—is known to every British sportsman, and in his death the pastime loses its greatest ornament. His county XI was Gloucestershire, in which team he figured from 1870 up to 1900, and for many years continuously he was in the England team against Australia, having many great performances to his credit. At the time of his death "W.G." was in his 67th years.]

OBITUARY.

SIR HENRY COTTON.

LONDON, October 23rd.

The death is announced of Sir Henry Cotton, K.C.S.I., who had a distinguished career in the Indian Civil Service and retired in 1902, subsequently being elected a member of Parliament for East Nottingham.

[THROUGH REUTER'S AGENCY.]

KING'S APPEAL TO HIS PEOPLE.

MORE MEN WANTED.

LONDON, October 23rd.

His Majesty the King has issued the following message to his people:—

"At this grave moment of a struggle between my people and a highly organised enemy who has transgressed the laws of nations and changed the ordinance that binds civilised Europe, I appeal to you. I rejoice at the Empire's effort, and am proud of the voluntary world-wide response from my subjects who have sacrificed home, fortune and life itself in order that another may not inherit the free Empire which their ancestors and mine have built up."

"I ask you to make good these sacrifices. The end is not in sight. More men are wanted to keep the armies in the field and, through them, to secure victory and an enduring peace. In ancient days the darkest moment has ever produced in our race the sternest resolve. I ask you, men of all classes, to come forward voluntarily and to take your share in the fight."

"In freely responding to my appeal you will be giving your support to our brothers who for long months have nobly upheld Britain's past traditions and the glory of her arms."

ARGENTINE WHEAT PROSPECTS.

BUENOS AIRES, October 24th.

The area sowed for the next wheat crop in the Argentine is officially estimated at sixteen and a half million acres.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

WAR NEWS.

MR. F. WILE ON GERMAN BUSINESS METHODS.

"German Business Methods, as I knew them," formed the subject of a speech delivered by Mr. F. W. Wile at the Sales Managers' Association dinner at the Holborn Restaurant recently.

Mr. Wile summed up German business methods as a strange combination of scientific and organized efficiency and diabolical unreliability. When he heard the German Chancellor confess that Germany was about to violate the neutrality of Belgium, because "necessity knew no law," he heard him give utterance to the basic principle of German business methods. Germany had acted in war as she always had in business.

"A German," said Mr. Wile, "would meet you at the train with his motor-car, drive you off to an excellent dinner of many courses, with much liquid refreshment. He would then take you to a theatre; treat you to supper afterwards; take you on to a den of iniquity. When you got home about breakfast time on the following day you would sign a contract, and from that moment he would begin to plot against you and cheat you."

THE TURK A GENTLEMAN.

A letter appearing in the correspondence columns of a recent London paper reads:—

"Permit me to endorse all that your correspondent 'X' says about the Turks, being gentlemen. Speaking of the fighting qualities of different nationalities (though this was before the rise of Japan), Archibald Forbes told me, basing our own Tommies, of course, that if he had the choice of men to lead he would choose the Turk. He may stick at nothing when his blood is up, but he fights fairly, and squarely."

Apart from his courage, the Turk is naturally abstemious and physically very strong. Sir Richard Burton told me very much the same thing, only he put it in a different way. He said that the Turk was a splendid soldier, but his creed had a great deal to do with it; for if he falls in battle, and no limb is mutilated, he knows that he will go straight to Paradise, where the most lovely hours await him; and, added Sir Richard, characteristically, "if that would not make a fellow fight nothing would."

In commerce, too, a Turk's word is as good as his bond. As an example of Turkish honesty, there were at Fiume many hundreds of girls in the great tobacco factory. In spite of the strict supervision a quantity of tobacco is stolen. The girls put dust, etc., in the cigarettes and take the tobacco. There are Austrians, Italians, Greeks, Czechs, Slavs, etc., and I saw a few Turkish. The manager told me they were slow, and they seemed singularly quiet, but they were known to be so honest that their cigarettes were not examined, nor even weighed.

The Turk may be dense and slow; the fact that he has tolerated Free Trade proves that pretty clearly; but he is a gentleman, or, to put it in a different way, the exact antithesis of a modern German.

The Dutch steamer *Botanier III*, which has been chartered by private initiative in Holland, has arrived at Havre fitted up as a hospital ship with 200 beds. There is also an ambulance on board. She is placed at the disposal of the French Red Cross.

REAPPEARANCE OF LOST EXPLORER.

STEFANSSON BACK AFTER 18 MONTHS.

UNAWARE OF THE WAR.

[FROM THE CORRESPONDENT OF THE "DAILY NEWS AND LEADER."]

OTTAWA, September 17th. A message has reached official circles here that Vilhjalmur Stefansson, the famous explorer, who left Alaska in July two years ago on a two years' expedition to the Canadian Arctic, is safe, and will shortly send reports on his experiences and discoveries. This report has given great satisfaction and caused some sensation, for Stefansson had been given up as lost. Further information is awaited with impatience.

In September, 1912, while the explorer was ashore on the coast of Alaska, a terrible gale sprang up, and the expedition ship drifted away. Six months later Stefansson started, in search of several missing members of his party, and presently a patrol of North-West Mounted Police from Fort McPherson 150 miles north of the Arctic Circle, arrived at Dawson and reported having seen the explorer at the former place as he was setting out on his sledge trip of 600 miles eastward to the Arctic coast—the longest sledge trip ever undertaken.

Letters were sent by the Canadian Government by dog team to Herschel Island, where Stefansson was expected in the second week in March, and a week or two later he was heard of making northward from Martin Point. Several attempts were made under Government auspices to learn further news of him, but nothing could be gathered until this surprising news came through of his safety.

Of his party, eight were found by the Government cutter *Bear* in the autumn of last year, three had died after the loss of the expedition ship, the *Karluks*, and eight have never been heard of since.

EXPLORER'S PLANS.

OTTAWA, Later. The latest news concerning Stefansson is that he is continuing his explorations with the aid of another vessel, the *Polar Bear*, which he purchased to replace the *Karluks*.

He states that he is in good health, has an ample outfit and reliable Eskimauks, and plans to pursue his work in the Arctic during 1916 as far as 82 degrees north. The message was dated from Baile Island on August 21st.

[Baile Island is in the Arctic Ocean, between the coast of Alaska and Baffin's Land, and forms part of the British North American territories.]

HAD NOT HEARD OF THE WAR.

A Central News despatch from New York, dated September 17th, reports that later messages from Nome state that the exploration work accomplished by Stefansson exceeds expectation. He has discovered new land to the south-west of St. Patrick's Land, and is now engaged in refitting his expedition for a continuation of his explorations. It is added that Stefansson had no knowledge of the fact that there was a European war.

EXPLORER'S DREAM.

"We are going to wipe the last million miles of unexplored territory off the face of the unexplored map of the world."

This was the dream of Mr. Vilhjalmur Stefansson when he got out, in June, 1913, to discover for the Canadian Government what new lands there were in the vast unknown region, which has been called the Beaufort Sea, between the north of Canada, and Siberia and the North Pole. Stefansson is an explorer of such experience and resource that he is hardly likely to return without making some valuable addition to the knowledge of mankind; but his adventure has been one of misfortune, terrible hardship, and grim tragedy.

The news that he is safe comes at a time when practically all hope for him had been abandoned. The last news came 18 months ago.

THE BEGINNING.

Stefansson's troubles began quite early, and were attributed by him to the unaccompanied difficulties, so far as the record of Polar exploration goes, set up by the ice condition. It was only in the September following the June in which he started when the explorer was left on the ice, whilst his flagship, the *Karluks*, drifted away with 25 members of the expedition aboard.

Stefansson had gone ashore with four companions, under the impression that the ship was fast for the winter and that there was no hope of getting her free from the ice before the spring.

It was his object to obtain fresh meat, if it was to be obtained. Two days later a north-easterly gale broke up the ice, and the *Karluks* disappeared in the snow and fog which accompanied the storm.

The spectacle of the vast, heavy flocks crushing and rattling was terrifying, said Mr. W. L. Mackinlay, the sole survivor of the scientific staff of the expedition, in describing the end of the *Karluks* afterwards. "It will ever be a source of wonder to the survivors that the frail barque did not come to grief there and then."

AT THE MERCY OF THE ICE.

"For weeks, however, she drifted at the mercy of the winds and ice. Every possible preparation was made for dealing with the great crash when it came, and the party, under Captain Bartlett, took tons of stores to an ice-floe, in order to lighten the ship, and enhance her chance of rising when the critical moment arrived. They had their Christmas dinner on the ice, with a dish of Polar bear as the chief item, and on New Year's Day they had an international football match—Scotland v. Other Nations, with two large cracks in the ice to add to the sporting interest of the game."

"About four a.m. on January 10th," said Mr. Mackinlay, "everyone was rudely awakened by a sound which resembled a brisk cannonade, but which later assumed quite a musical note, suggesting the strains of a banjo, this changing later to a harsh, grating noise."

This was the beginning of the end. On the same evening the timber abrest of the engine-room on the port side yielded to the pressure and the water poured in. Until midnight all hands worked in an inky darkness, through a howling blizzard, saving all that might prove useful in the coming fight for land and life. Then the survivors huddled together in a snowhouse. On the afternoon of January the ice opened round the vessel and she slowly sank by the head. "She straightened up, however, and went down on an even keel, the blue ensign floating on the water for a few seconds before going under."

ADVANCE PARTY.

An advance party which set out under First Officer Anderson and two other men were lost in an attempt to establish a land base. All attempts to find them proved fruitless, and three of the members of the expedition died on Wrangell Island—Messrs. Mallock, the geologist; Marner, the topographer; and Brady, a seaman. In addition, eight did not reach Wrangell Island at all.

The rescue of the others was due to the courage, daring, and resourcefulness of Capt. Bartlett, who, in the words of Mr. Mackinlay, made one of the most remarkable journeys ever recorded in the annals of Polar exploration.

"Journeying a zigzag course across loose ice during tempestuous blizzards for 17 days," he said, "Bartlett reached the mainland of Siberia, and after a further prolonged journey along the coast, reached the East Cape of Siberia and then Emma Harbour. The result of this was that the gasoline schooner *King and Wing* reached us on September 27th."

The party motored on the barren island for six months, numbered 18 white men, four Eskimauks, an Eskimauk baby, and a cat. They lived on seaweed and roots for days at a time, and one survivor tells how for 14 days he had no food at all. Mr. Hugh Williams had a frost-bitten leg amputated with a saw in order to save his leg.

Meanwhile Mr. Stefansson himself and his three companions resigned themselves for a set-back to their plans for at least a year, but went on valiantly to do such limited resources, and to visit Eskimauk acquaintances in search of news of the lost *Karluks*. At Point Barrow they had provided themselves with three skin boats, and considered that they had not much to fear as regarded personal safety.

Among the schemes which he contemplated to take the place of the original plan was a geological and archaeological survey of Banks Island and Prince Patrick Island, involving a journey by sled, and another was a survey of the delta of the Mackenzie River.

The last news of Stefansson was that he and his companions were making their way northward from Martin Point in April, 1914, and it was then understood that they were still hoping to find the missing members of the party.

EXPLORER'S CAREER.

Mr. Stefansson was born at Winnipeg in 1878, the son of Icelandic immigrants. He roughed it as a lad, and was a cowboy for four years, but subsequently was a graduate of Iowa, and has been Professor of Anthropology at Harvard. He has an extraordinary knowledge of the Eskimauk and one of his most interesting ethnological experiences was the discovery of a race of fair-haired Eskimauks. On this trip, which began in 1908, he also found copper for the first time in the Arctic.

There was a theory that the European physical characteristics of the blond Eskimauks were traceable to descent from lost members of the Franklin Expedition, but Stefansson holds the view that they come of mixed Eskimauk and Greenland stock.

They were quite amiable, but were not impressed by the wonders of photography or the other wonders of modern invention which the explorer brought with him.

"Nothing I could do," said Mr. Stefansson, describing them afterwards, "was half so wonderful to them as the feats of their own medicine men."

THE HOME OF KULTUR.

WEST AFRICAN SAVAGES WITH GENTLE GERMAN TRAITS.

The new German craze for driving nails into wooden statues of Hindenburg and the other war idols of modern Germany may be traced to a peculiarly appropriate origin.

A visit to the British Museum will give it. In the West African section of the ethnographical collection is a glass cabinet containing three fetish figures. One of these wooden idols is a "men's fetish" and the official description runs:—"When a petition is made to the power represented by the figure a nail or knife-blade is driven into the latter by the petitioner."

The fetish came from a fetish hut in the neighbourhood of the Chiloango river, where human sacrifices were practised, and no doubt the nail-driving Bantu tribe that practised the sacrifices would feel flattered could they read of the German imitation of their fetish-kult.

But the particular tribe of savages gives more practices than this to modern Germany. Judging by accounts of it, it is a devoted believer in the efficacy of "fetichfulness." Like Germany, too, it is proud of its musical genius. It combines its love of music and frichtfulness in one of its chief musical instruments, which is a kind of "piano," the resonator of which is a human skull.

The tribe employs a "poison ordeal" against people it believes possessed by an evil spirit, and the effect of the ordeal is largely similar to the agonies suffered by victims of the German poison gas. Cannibalism used to be one of the chief recreations of this gallant people. The French Government, not believing in frichtfulness, has stopped cannibalism as well as the poison ordeal and similar kinds of Bantu kult. The spread to Germany of the like kult is in similar process of being stamped out.—*Daily Graphic*.

LOOKING ROUND.

THE SALT OF THE SEVEN SEAS.

[BY ARNOLD WHITE.]

So enormous are the operations of land fighting that the weapon of sea power is apt to be forgotten. The Navy is silent. No weekly, monthly, or half-yearly bulletins or despatches about the Navy are published. English journalists are not allowed to visit the Fleet. In every hamlet, town, and county in the United Kingdom the walls are covered by appeals to the shirkists to join the land fighting forces. Government also issues millions of appeals for subscription to the war loans. Of the Navy, unless there is a victory or a disaster, one hears and sees little or nothing.

The result is that the masses do not understand that our Navy is not only a sure shield, but a sharp sword, able to bring Germany to her knees. Economic pressure will play Germany, provided our rulers, all of whom are landmen, will only use British sea power as sea power was used by Chatham and Pitt in the eighteenth century.

During the last three hundred years the mysterious and irresistible force of sea power in British hands has charted the sea, abolished slave traffic, opened the ocean highways to all mankind, and defended the little nations. The one condition of commanding sea-power is that the holder shall act with just consideration to all nations in time of peace. When, however, a nation goes mad, turns pirate, and hoists the Jolly Roger, the sea power which Britain exercises in a fiduciary capacity for all peace-loving men, women, and children should be exerted against the pirate nation for the common reason that pirates, mad dogs, homicidal lunatics, and poisonous snakes are deprived of their freedom or silenced in death.

THE SAFETY VALVE.

Since 1870-71 the population of the German Empire has increased from 40,000,000 to a number little short of seventy millions. Nearly a million babies are born every year. In less than ten years Germany will have a population of approximately eighty millions, and these, as Bernhardi says, "will never be able to find remunerative work within the present limits of the German Empire." Settlement colonies and trade with overseas nations are indispensable to Germany. This is no substitute for either.

If the sea, therefore, be withheld from Germany she must explode like an overheated boiler, which bursts unless a valve is opened to relieve the pressure.

German statesmen know their danger. Do British statesmen know their sea power?

When Lord Haldane returned from Berlin "with an uneasy mind" in 1912, it is unthinkable that the conversations at Berlin between the British Secretary of State for War and the German Chancellor did not refer to the fact that in 1911 Germany imports were £477,040,000 and German exports £405,090,000. Further, so consummate a diplomatist as the Special Envoy must have hinted to his hosts that unless the British Fleet was defeated it was not in the power of Germany to deter England and her allies and friends from continued use of the surface of all the salt water in the world, and that so long as Britain held command of the sea it would be impossible for Germany to relieve internal congestion by resort to water-borne trade or by colonial development.

EXPLORATION.

Trafalgar was a decisive battle of the world, but because Villeneuve was beaten, but because, ten years later, through the continued pressure of sea power, tea was 6s. a pound in Bordeaux when it was 6d. a pound in bond at Portsmouth.

To kill 130 million German and Austrians is impossible. But they can be caged by sea power. It may take not Lord Kitchener's three years, but seven, fourteen, or twenty years to accomplish the task which Britain has undertaken to perform. But the task is feasible. Nobody imagines that all Germans are insane, or that they will be always insane. When they discover that with-against the Hohenzollerns, their discovery will be emphasised by discomfort and high prices and hostile tariffs. A highly organised nation whose conduct has angered the Mistress of the Seas and her allies and friends must expiate its ill deeds before it is permitted to resume sea traffic with other nations.

Much nonsense is talked about boycotting German music, German science, and German art—if there is any. Such talk is unworthy of Englishmen. What we as a nation need is to learn, however, to hate more effectively—that is, to hate the wrong, to hate murder, to hate atrocities committed on British, Colonial and Indian prisoners interned in Germany, to hate the miscreants who ruin women and kill children. We need vigorous and implacable resolve to punish the Germans. And sea power gives us the means and shows the way to do it.

SHOT HIS BOLT.

Efforts are being made through Anglo-German spies and agents to make a peace the clauses of which are immaterial so long as the proposed treaty restores to Germany the use of the sea, thus enabling her to concentrate her forces ten years hence on the destruction of England.

With the example of Napoleon before him, it was to be expected that Wilhelm would have avoided the two cardinal errors of Napoleon—miscalculation as to English sea power and the fatal mistake of always fighting England with three or four wars on his hands. Napoleon did not understand British sea power until he arrived at St. Helena. The Emperor Wilhelm understands it in part; not thoroughly. The "Admiral of the Hadlantic" is an amateur of sea power. He has not attempted to back his way through to the looking of London without provision of adequate sea power, he would have arrived comfortably at Buck-

ingham Palace and Windsor. As it is, Wilhelm has shot his bolt. The occupation of Petrograd, of Rome, of Belgrade, of Paris, may delay, but cannot avert his doom. Sea power in the hands of honest English statesmen will be Wilhelm's undoing, because the siege of Germany will become closer and closer as the weeks and months roll on.

If the people of England have not fully grasped the meaning of sea power, it is equally true that the people of the United States do not seem to realise the meaning to them of an undefeated Germany and the value to them of our sea power. Britain and her Navy lie like a breakwater between militarist Central Europe and the defenceless cities of the Atlantic seaboard of the United States of America. General Gordon and Count von Goetzen many years ago foretold the Great War. In 1898 Count von Goetzen, after friction at Manila between Admiral Dewey and the German admiral, became communicative to an American. The German admiral said: "About fifteen years from now my country will start her great war." He then described the process by which the crushing of England was to be accomplished, and continued:—

"Some months after we finish our work in Europe, we will take New York, and probably Washington, and hold them for some time. We will put your country (the U.S.A.) in its place with reference to Germany. We do not propose to take any of your territory, but we do intend to take a billion or so of your dollars from New York and other places. The Monroe doctrine will be taken charge of by us, as we will then have to put you in your place, and we will take charge of South America as far as we wish to."

IN THE SAME BOAT.

England and the United States of America are in the same boat. Critics of the White House forget what the United States are doing for humanity. Protected by British sea power, Americans have freighted the ship that saved the Belgian people. Nobody would gather from British newspapers that the American people for many months past have imported into Belgium foodstuffs at the rate of £1,500,000 a month. Under British sea power the destitute of Belgium are being fed by Americans at the cost of from 10s. to 12s. 6d. a month for each person fed, making a total outlay of £700,000 a month. The balance of the food is sold to people who can pay for it. The American Commission was assisted in the beginning of this work by a small grant of £100,000 from the British Government and a further sum of £200,000 subscribed in London largely by Americans.

With a working capital of £2,000,000 a system of financial machinery was built up under our sea power by American business and professional men, which fed food, etc., etc., seven million Belgians. This vast work has continued steadily ever since Belgium was snatched by the Huns from its owners. No such work for suffering humanity has ever before been done in the history of the world. Mr. Edward J. Williams, the chief disbursing officer during the construction of the Panama Canal, was borrowed by the Belgian Commission. Mr. Williams has perfected a system in which the finance of the task of feeding a whole nation is handled with less friction and waste of money and material than occurs in a small retail shop. A daily audit is made of the intellectual, financial, and directing ability displayed by the Americans who have faced this stupendous task is not excelled by the staff work of the armies and navies of any of the belligerents.

SWORD OF SEA POWER.

Were the United States to enter the war as a combatant, Belgium would starve, because an invading army, according to the terms of The Hague Convention, is not obliged to feed the civil population, though the civil population may be called upon to support the army of occupation. American organisation of Belgium relief has placed England, France, and Russia under obligations that can never be effaced. It is safe to say that no one Englishman in ten thousand does not know what America has done to save the Belgian nation from actual starvation.

Sir John Jellicoe and his Grand Fleet have enabled us to import 280,000,000 cwt. of food during twelve months of war. Sea power in the hands of Sir John Jellicoe has enabled the judge of our Prize Court to make history on a great scale by confirming the ancient rights of England on the sea. Condemning the cargoes of vessels carrying foodstuffs to Germany, Sir Samuel Evans' judgment is like the classical. The Grand Fleet is like the sword Excalibur; sheathed in stone, which no one could draw thence save he who was to be King of the Land. King George is King of the Sea. His counsel-lore with the sword of Sea Power in their hands, can make a hostile tariff against Germany and a friendly tariff with our allies and with friendly neutrals. A differentiated tariff against Germany is warranted, because Germany is a criminal. Free Trade and revenue considerations are irrelevant. Necessity requires the punishment of Germany. Ability to smite Germans through their pockets is the gift conferred by Sea Power upon England. Why delay its use? The thing could be done to-morrow. The world will then learn that the Sea Power of Britain in 1915 is potent even against the "Admiral of the Atlantic" and his dupes.

"GENERAL WINTER."

GERMANS FEAR A SCARCITY OF COAL.

The following official French communication, received by wireless, was issued last month through the Press Bureau:—

The *Cologne Gazette* announces that very shortly there will be a requisition of articles of copper, brass, and nickel, and adds that this measure will concern private persons deeply.

Grave fears are expressed in Germany of a scarcity of coal for the winter. The production has fallen off 50 cent. since the outbreak of war.

Attempts have been made to recruit workmen in Poland, but without success.

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* TJIKINI	—	in port	28th Oct	JAPAN
* TJIREMBANG	KOBE	31st Oct	3rd Nov	JAVA
TJILATAP	MAKASSAR	6th Nov	13th Nov	JAPAN
* TJIBODAS	JAPAN	10th Nov	12th Nov	JAVA
* TJILIWON	BATAVIA	17th Nov	4th Dec	SHANGHAI

* Wireless Telegraphy.

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Hongkong, 3rd July, 1914.

595

SHIPPING IN PORT

STEAMERS.

ANNA, Norwegian str., 1,617, A. Arntzen, 22nd October—Bangkok 15th October.—Thoresen & Co.

CHEIAN MARU, Japanese str., 1,006, M. Oka, 18th October—Quinhone 15th October, Salt.—Order.

CHOYSANG, British str., 2,234, G. S. Holmwood, 20th October—Swatow 19th October, General.—Jardine, Matheson & Co.

CHENGTO, British str., 1,338, J. Speed, 21st October—Sourabaya, 11th October, Sugar.—Butterfield & Swire.

DEVAYONGSE, British str., 1,047, C. W. Shorley, 17th October—Manila 14th October, Ballast.—Order.

DERWENT, British str., 1,356, Jenkins, 22nd October—Saigon, 18th October, Rice and General.—Order.

HOKUTO MARU, Japanese str., 2,301, N. Suzuki, 21st October—Balik Papan 13th October, Sugar.—Dodwell & Co.

HONGWAN I., British str., 2,060, G. King, 18th October—Singapore 7th October, General.—Chinese.

HINSANG, British str., 1,886, Kennedy, 20th October—Sandakan 15th October, Timber.—Jardine, Matheson & Co.

KANCHOW, British str., 1,222, Rees Lewis, 19th October—Bangkok 10th October, Rice and General.—Butterfield & Swire.

KUEICHO, British str., 1,218, Forsyth, 22nd October—Tientsin 15th October, General.—Order.

LAERTES, British str., 1,340, A. Jenkins, 21st October—Saigon, 17th October, Rice and General.—Order.

MOYONI MARU, Japanese str., 2,295, S. Kubiki, 21st October—Singapore 14th October, General.—Nippon Yusen Kaisha.

OTARU MARU, Japanese str., 1,709, T. Yoshikawa, 21st October—Mojji 14th October, Coal.—Mitsui Bussan Kaisha.

PERSIA, British str., 2,744, J. Hill, 8th October—San Francisco 15th September, General.—P. M. Co.

SAINT BENE, British str., 1,148, James Fortbay, 15th October—Manila 11th October, General.—Shewan, Tomes & Co.

SOSHU MARU, Japanese str., 1,119, A. Kobayashi, 22nd October—Swatow 21st October, General.—Osaka Shosen Kaisha.

SUYUTSINO MARU, Japanese str., 912, R. Aoi, 20th October—Keelung 18th October, Coal.—Order.

TAMON MARU, Japanese str., 1,223, Y. Hatakeyama, 21st October—Yokohama 15th October, General.—Order.

TAKSANG, British str., 975, J. R. Matthews, 21st October—Hoihow 10th October, General.—Jardine, Matheson & Co.

TAMON MARU, Japanese str., 2,443, S. Shima, 20th October—Wakamatsu 14th October, Coal.—Order.

TEAN, British str., 1,301, Trowbridge, 22nd October—Manila 10th October, General.—Butterfield & Swire.

TJIMANOEK, Dutch str., 4,791, A. W. La Rooy, 20th October—Muntah 14th October, Sugar.—Java-China-Japan Lijn.

WUHU, British str., 1,250, E. P. Partridge, 9th October—Wuhu 4th October, Rice.—Butterfield & Swire.

YODO MARU, Japanese str., 1,350, F. Hashimoto, 22nd October—Bangkok 13th October, Rice.—Order.

YUSANG, British str., 1,127, Campbell, 18th October—Wuhu 12th October, General.—Jardine, Matheson & Co.

SHIPPING REPORT.

The British str. *Kaifong* reports: Strong west-easterly winds and right seas fine and clear.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 23th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.92	29.88	29.11
Temperature	87	78	82
Humidity	8	64	66
Wind Direction	East	East	ESE
Force	4	2	0
Weather	—	—	—
Rain	—	—	—

Highest open air Temperature on 3rd 82
Lowest open air Temperature on 23rd 77

HONGKONG TIDE TABLE.

From 25th to 31st October.

HIGH WATER				LOW WATER			
Days of Week	Days of Month	H'kong Mean Time		Height	H'kong Mean Time		Height
		h. m.	f. in.		h. m.	f. in.	
25	11 21	5	2	4	34	1	7
	9 53	7	0	5	37	3	8
	9 58	7	6	5	16	1	8
26	1 24	4	5	6	1	2	0
	10 22	7	5	3	54	4	2
28	No infer.	high	6	55	2	2	
	10 54	7	4	no	low	2	2
29	No infer.	high	6	8	0	2	2
	11 37	7	1	no	low	2	2
30	No infer.	high	6	5	2	2	2
	10 53	6	7	no	13	2	2
31	No infer.	high	7	no	low	2	2
	11 37	7	1	no	low	2	2

SHIPPING

ARRIVALS.

ASAHI MARU, Japanese str., 1,670, M. Kosaka, 22nd October—Mitsui Bussan Kaisha.
 BEITHAND, British str., 2,282, Jenkins, 22nd October—Vladivostok 15th October, Ballast—Order.
 DAIGI MARU, Japanese str., 6,025, P. Konishi, 22nd October—Hohow 21st October, General—Osaka Shosen Kaisha.
 FOOSHUN, British str., 1,423, Hay, 24th October—Kobe 17th October, General—Jardine, Matheson & Co.
 FRUITFUL, Norwegian str., 591, Y. Christensen, 24th October—Bangkok 16th October, Rice—Order.
 HAMUN, British str., 841, A. H. Stewart, 24th October—Swatow 23rd October, General—Douglas Lafrank & Co.
 HONGKONG, French str., 739, A. Marquerie, 24th October—Haiphong 22nd October, General—A. R. Marly.
 KAIFONG, British str., 987, J. B. Evans, 23rd October—Haiphong 20th October, General—Butterfield & Swire.
 STANDARD, Norwegian str., 595, Johanne- sen, 23rd October—Samai Bay 20th October—Thoresen & Co.
 TIKINI, Dutch str., 2,588, W. H. Lap, 22nd October—Macao 13th October, Sugar and General—Java China Japan Ltd.
 YINGCHOW, British str., 1,224, Jones, 22nd October—Shanghai 19th Oct., General—Butterfield & Swire.

DEPARTURES.

October 23rd.

GLENFALCH, British str., for Amoy.
 CHOYANG, British str., from Canton.
 GLENFALCH, British str., for Amoy.
 HANOI, French str., for Pakhoi.
 HUICHOW, British str., for Tientsin.
 KENKON MARU, Jap. str., for Haiphong.
 KUCHOW, British str., for Canton.
 KUANGSANG, British str., for Singapore.
 KUANGSANG, Chinese str., from Canton.
 KUANGSANG, British str., for Canton.
 LUCHOW, British str., for Canton.
 MERRIMACK, British str., for London.
 MERRIMACK, British str., for London.
 STANDARD, Norwegian str., for Canton.
 SHIENSI, Jap. str., for Vancouver.
 SORU MARU, Jap. str., for Canton.
 TAIYUEN, British str., for Tacoma.
 YINGCHOW, Jap. str., for Canton.
 YINGCHOW, British str., for Shanghai.
 OTARI MARU, Jap. str., for Chemoipo.
 KAIJO MARU, Jap. str., for Chemoipo.
 KANCHOW, British str., for Shanghai.
 LUCHOW, British str., for Shanghai.
 MOYORO MARU, Jap. str., for Kobe.
 ENCHOW, British str., for Penang.
 TAIWAN MARU, Jap. str., for Swatow.
 TAMON MARU, Jap. str., for Miki.
 TINGCHOW, Norwegian str., for Bangkok.
 WINGANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per Kaifuang, from Haiphong, for Hongkong, Miss Beater.

VESSELS EXPECTED.

THE ENGLISH MAIL.

The str. *Nellie* left Singapore for this port on the 20th instant, afternoon, with the outward English mail, and is due here to-day, at about 6 p.m.

AMERICAN MAIL.

The str. *Monteagle* left Vancouver on Sunday, October 17th, p.m., and is due to arrive at Hongkong about Friday, November 12th.

AUSTRALIAN MAIL.

The str. *Changha* left Sydney for Hongkong via usual Australian ports, Zambonga and Manila on 13th instant, and may be expected to arrive on or about 7th November.

MERCHANT STEAMERS.

The silk despatched hence per the s.s. *Tenyo Maru* on the 14th September was delivered in New York on the 10th inst. The str. *Japan* left Calcutta on the 20th instant, and may be expected here on or about the 5th November.

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"NOVARA."
 Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about the 5th November, 1915, taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MEDINA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KAIYU," due in London about the 18th Dec., 1915.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 23rd October, 1915.

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FOR SAN FRANCISCO.

THE Steamship

"INVERIC."
 Captain A. Wallace, 4,389 tons, will be despatched as above on WEDNESDAY 17th November.
 For Freight and further particulars, apply to
 THE BANK LINE, LTD.,
 Managing Agents.
 Hongkong, 22nd September, 1915. [1009]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL...	NOVARA	Brit. str.	1	H. R. Hetherington R.N.R.	P. & O. S. N. Co.	About 5th Nov.
LONDON & BOMBAY VIA USUAL PORTS OF CALL...	NELLORE	Brit. str.	1	A. M. King	P. & O. S. N. Co.	About 19th Nov.
LONDON & BOMBAY VIA USUAL PORTS OF CALL...	CITY OF BOMBAY	Brit. str.	1	Irish	THE BANK LINE, LIMITED	On 30th Nov.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	FUSHIMI MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 4th inst., at Noon.
MARSEILLES VIA PORTS...	COCHIN	Brit. str.	1	...	MESSAGERIES MARITIMES	On 1st Nov.
GENOA & LONDON	CARNAVONSHIRE	Brit. str.	1	...	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
VICTORIA, B.C., & SEATTLE VIA KERMUC	GLANGYLE	Brit. str.	1	...	SHENWAN, TOMES & Co.	On 2nd Nov., at Noon.
VICTORIA, B.C., & SEATTLE VIA KERMUC	AWA MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 15th Nov., at 3 p.m.
NEW YORK & BOSTON	HAWAI MARU	Jap. str.	1	...	OSAKA SHOSSEN KAISHA	About 26th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SAINT BEDE	Brit. str.	1	...	DODWELL & Co., Ltd.	On 1st Nov., at 10.30 a.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	DAIREN MARU	Jap. str.	1	...	TOYO KISEN KAISHA	On 9th Nov., at Noon.
SAN FRANCISCO	CHITO MARU	Jap. str.	1	...	THE BANK LINE, LIMITED	On 17th Nov.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	INVERIO	Brit. str.	1	A. Wallace	TOYO KISEN KAISHA	On 10th Nov., at Noon.
DELAGO BAY, DURBAN, EAST LONDON, &c.	SEIYO MARU	Jap. str.	1	...	THE BANK LINE, LIMITED	On 3rd Nov.
AUSTRALIAN PORTS VIA MANILA	GUJARAT	Brit. str.	1	F. Carter	GIBB, LIVINGSTON & Co.	On 2nd Nov., at 11 a.m.
AUSTRALIAN PORTS VIA MANILA	SASTHEN	Brit. str.	1	Tomlinson	NIPPON YUSEN KAISHA	On 16th Nov., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	1	F. C. Gambrell	BUTTERFIELD & SWIRE	On 18th Nov.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	1	Soyoda	NIPPON YUSEN KAISHA	On 13th Nov., at 10 a.m.
JAPAN	TIKINI	Dut. str.	1	E. Foreyth	JAVA-CHINA-JAPAN LTD.	To-morrow, at 1 p.m.
WITAIWEI & TIENTSIN	KUMOHOW	Brit. str.	1	Campbell	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	YUSANG	Brit. str.	1	Munro	JARDINE, MATHESON & Co., Ltd.	To-day.
SHANGHAI, KOBE & MOJI	DUNRA	Brit. str.	1	E. S. Jones	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	YINGCHOW	Brit. str.	1	...	JAVA-CHINA-JAPAN LTD.	To-morrow.
SHANGHAI	TIJMANONK	Dut. str.	1	...	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	1	...	P. & O. S. N. Co.	About 25th inst.
SHANGHAI VIA NINGPO	NELLORE	Brit. str.	1	A. M. King	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at D'light.
SHANGHAI	CHOYANG	Brit. str.	1	W. L. Jones	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI	CHENAN	Brit. str.	1	...	MESSAGERIES MARITIMES	On 1st Nov., at 5 p.m.
SHANGHAI, KOBE & YOKOHAMA	POUNSHEN	Brit. str.	1	H. Nomura	NIPPON YUSEN KAISHA	On 2nd Nov.
SHANGHAI, KOBE & YOKOHAMA	KANGOOK MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	On 2nd Nov., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU	Jap. str.	1	...	NIPPON YUSEN KAISHA	About 6th Nov.
SHANGHAI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S. N. Co.	On 27th inst., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	JOSEPH MARU	Jap. str.	1	A. Kobayashi	OSAKA SHOSSEN KAISHA	On 31st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	DAIJIN MARU	Jap. str.	1	S. Saito	OSAKA SHOSSEN KAISHA	To-morrow, at 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAIRU	Brit. str.	1	A. H. Stewart	DOUGLAS LAFRANK & Co.	On 29th inst., at 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	KAISAK	Brit. str.	1	W. C. Parnmore	DOUGLAS LAFRANK & Co.	On 2nd Nov., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAIZAN	Brit. str.	1	J. Walker	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	THAN	Brit. str.	1	W. M. Mcneys	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	YUEHANG	Brit. str.	1	S. Tokuhiko	BUTTERFIELD & SWIRE	On 2nd Nov., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	1	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 8th Nov., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1	Terada	NIPPON YUSEN KAISHA	On 28th inst.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	BOMBAY MARU	Jap. str.	1	T. Wakasawa	OSAKA SHOSSEN KAISHA	On 28th inst., at 7 a.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	INAWO MARU	Jap. str.	1	Holman	DAVID SASSOON & Co., Ltd.	To-day.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	MUTTRA	Brit. str.	1	Sakamoto	NIPPON YUSEN KAISHA	On 30th inst.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	COLOMBO MARU	Jap. str.	1	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 6th Nov., at 3 p.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	NAMANG	Jap. str.	1	...	JAVA-CHINA-JAPAN LTD.	On 3rd Nov.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	TIJEMERANG	Brit. str.	1	D. A. Gardiner	THE BANK LINE LTD.	On 25th Jan.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	SALAMIS	Brit. str.	1	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	HINANG	Brit. str.	1	T. Konishi	OSAKA SHOSSEN KAISHA	To-morrow, at 10 a.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	DAIGI MARU	Jap. str.	1	Matheson	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 11 a.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	TAISANG	Jap. str.	1	J. B. Evans	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	KAIFONG	Brit. str.	1	Speed	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	CHENGTO	Brit. str.	1

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAMERS	TO SAIL
HONGKONG and HAIPHONG	"TAKSANG"	Tuesday, 26th Oct. D'light.
SHANGHAI	"YUSANG"	Tuesday, 26th Oct. D'light.
SHANGHAI via NINGPO	"OHOSANG"	Wednesday, 27th Oct. D'light.
SANDAKAN	"HINSANG"	Friday, 29th Oct. D'light.
MANILA	"YUENSANG"	Saturday, 30th Oct. 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 6th Nov. 3 p.m.
MANILA	"LONOSANG"	Saturday, 6th Nov. 3 p.m.

RETURN TOURS TO JAPAN.
 The steamers "KITSANG," "NAMSANG," "LAISANG," and "FOOSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 25 days. This service is supplemented by the "YAKSHING," "KIMSANG," leaving Hongkong at regular intervals for Yokohama (where sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin, Dalny, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Taiwan, Usukan, Je salton and Labuan.
 For Freight or passage, apply to
 JARDINE, MATHESON & Co., LTD.
 Telephone No. 25.
 Hongkong, 25th October, 1915.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

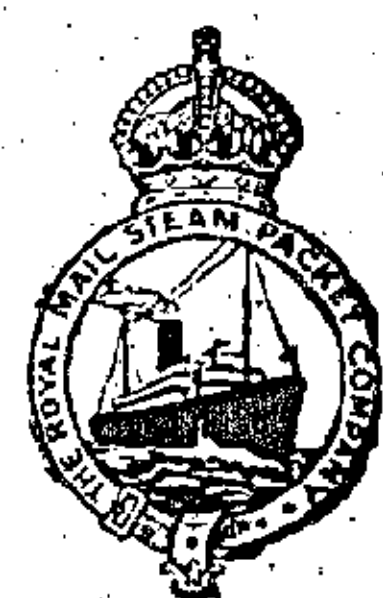
For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.

Telephone No. 215.

AGENTS.

Hongkong, 16th April, 1915.



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

GENOA & LONDON ... "CARNARVONSHIRE" ... About Middle of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.

AGENTS.

Telephone No. 215 Sub. Ex. 10.

Hongkong, 5th October, 1915.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG	Connecting with	FROM COLOMBO
3rd November.	"GUJARAT"	18th November.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGO BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "SALAMIS"	From Hongkong	25th Jan., 1916.
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FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and passage apply to
 THE BANK LINE, LIMITED,
 MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer

LONDON & GLASGOW ... "CITY OF BOMBAY" ... On 30th Nov.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

OR TO REISS & Co., CANTON.

GENERAL AGENTS.

Hongkong, 22nd October, 1915.

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES

OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE

APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

10A, DES VUEX ROAD, HONGKONG.

VESSELS ON THE BERTH

HONGKONG-NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ AND PANAMA CANALS.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

FOR NEW YORK AND BOSTON.

S.S. "SAINT BEDE,"

on or about 26th October.

It is intended to despatch the above steamer via Panama Canal, but Owners reserve the right of proceeding via any other route and all liabilities as per Bill of Lading.

For Freight and further information, apply to

DODWELL & Co., Ltd.

Agents.

Hongkong, 13th October, 1915.

GLEN LINE (McGREGOR, GOW & Co.), LIMITED.

FOR GENOA ONLY.

THE Steamship

"GLENGYLE,"

Captain R. Webster, will be despatched for the above port on or about the 30th Nov., 1915.

For freight, passage and further information, apply to

SHEWAN, TOMES & Co.

Agents.

Hongkong, 4th October, 1915. [1051]

NOTICES TO CONSIGNEES

AMERICAN ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK

THE Steamship

"ST. BEDE,"

Captain J. Fortay, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 26th Oct., at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th Oct. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 16th October, 1915. [1058]

S.S. "ATLANTIQUE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London in connection with the above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd October, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 23rd October, or they will not be recognized.

All damaged packages will be examined on Monday, 25th October, at 10 a.m.

No Fire Insurance has been effected.

